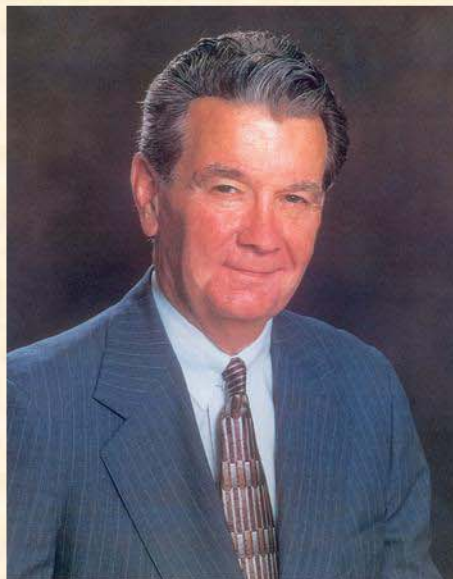


**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



AGAWAM



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1952	STATE LAYOUT PLAN # 3936. South End Bridge location line from middle of Conn. River to intersection of Cross & Ferry
1953	STATE LAYOUT PLAN #4068. Route 5 West Spfld line to end of layout #3936 at River Road.
1956	STATE LAYOUT PLAN #4519 Route 5 Relocation of line across Meadow St. from 1953 layout #4068.
1958	STATE LAYOUT PLAN #4635 Route 57 west of Main St. to Route 5
1960	STATE LAYOUT PLAN # 4949 Route 57 Suffield St. to layout #4635
1975	STATE LAYOUT PLAN #5104 Route 57 Cooper St. to layout #4949
1975	STATE LAYOUT PLAN #6075 Discontinuance as State Highway portion of Meadow St. at River Rd.
1981	STATE LAYOUT PLAN # 3558 (001) Federal Aid Urban System Route Shoemaker Lane, Suffield St. to Poplar St.
1987	STATE LAYOUT PLAN #6563 Route 57 intersections at Sufffield St. & Mill St
1988	STATE LAYOUT PLAN #6562 Federal Aid Project No. F-18(5) Route 57, Mill St. to Shoemaker Lane
1991	STATE LAYOUT PLAN #7015 Federal Aid Project No. F-1815 Route 57 alterations to stations 125-148 & stations 194-220
1993	STATE LAYOUT PLAN #7138 Federal Aid Project 11 of 18(5) Route 57, Tennis Rd.
1911	Lands taken for State Highway Layout in Agawam - written description - references plan recorded Hampden County Registry of Deeds Plan File 305.

1952

Agawam



STATE LAYOUT PLAN # 3936.
South End Bridge location line from middle of Conn. River to intersection
of Cross & Ferry

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 35 PAGE 73

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STATE LAYOUT PLAN # 3936

- Image Info SH50001 Agwam
- Image Info SH50001 Connecticut River
- Image Info SH50001 South End Bridge
- Image Info SH50001 Cross Street
- Image Info SH50001 Ferry Street
- Image Info SH50001 River Road

AGAWAM

(Middle of River)

.....Location Lines of Feb. 5, 1952
State Highway L.O. (in Springfield).

END OF 1952 STATE HIGHWAY LAYOUT.

SPRINGFIELD

The Commonwealth of Massachusetts
 PLAN OF ROAD
 in the Town of

A GAWAM

HAMPDEN COUNTY

Laid out as a State Highway by the
Department of Public Works

FEBRUARY 5, 1952

Scale: 40 feet to the inch

P.H. Karpis
Chief Engineer.

Department of Public Works

This is to certify that the road shown on this plan was laid out as a State Highway by the Department of Public Works on February 5, 1952, in accordance with Chapter 81 of the General Laws.

Wisconsin F. Cooper

Benjamin H. Root

Department of Public Works

LAYOUT No 3936



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Agawam

February 7, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated February 5, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Agawam, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris

Secretary

R

Reg. Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 3936
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the town of AGAWAM, County of Hampden. The layout consists of establishing a State highway location for a proposed bridge across the Connecticut River about 400 feet south of the existing South End Bridge, so called, and for a portion of the westerly approach thereto. The layout begins at the junction of Cross Street with Ferry Road, and extends thence easterly about 0.20 of a mile to the dividing line between the town of Agawam and the city of Springfield at the middle of the Connecticut River. The State highway location hereby laid out abuts on either side of the location of the State highway on River Road laid out on July 2, 1903, and is described as follows:

The base line of location of the section of State highway hereby laid out is that of a survey made by engineers of the Department in October, 1951, and begins at a point on the easterly street line of Cross Street 8.21 feet distant northerly (measured along said street line) from the junction of said line of Cross Street with the northerly street line of Ferry Road, said point being shown on plan as station 79+22.66, and extends thence north $74^{\circ} 38' 47''$ east 1077.34 feet to a point at the end of the layout in the middle of the Connecticut River on the dividing line between the town of Agawam and the city of Springfield as approximately located, said point being shown on plan as station 90.

The length of State highway hereby laid out is about 1,016 feet (from the point of beginning of the layout to said Agawam-Springfield line, omitting the existing State highway location on River Road).

The northerly line of location of the section of State highway hereby laid out begins at a point on the easterly street line of Cross Street, bearing north $7^{\circ} 24' 40''$ west and 64.79 feet distant from the point of beginning of the aforesaid base line shown on plan as station 79+22.66, and extends thence, leaving said street line, north $66^{\circ} 02' 39''$ east 125.31 feet to a point bearing north $7^{\circ} 25' 23''$ west and 83.71 feet distant from station 80+43.96 of said base line; thence south $7^{\circ} 25' 23''$ east 21.12 feet to a point bearing north $7^{\circ} 25' 23''$ west and 62.59 feet distant from said station 80+43.96; thence north $82^{\circ} 34' 37''$ east 129.90 feet to a point on the westerly location line of the July 2, 1903 State highway layout on River Road bearing north $38^{\circ} 48' 34''$ west and 48.04 feet distant from station 82+00.38 of said base line. Then beginning again at a point on the easterly location line of said 1903 State highway layout bearing north $10^{\circ} 51' 05''$ east and 111.46 feet distant from said station 82+00.38, and extending thence north $74^{\circ} 38' 47''$ east about 749 feet (parallel to the aforesaid base line and 100.00 feet distant therefrom) to a point at the end of the layout, on the dividing line between the town of Agawam and the city of Springfield in the middle of the Connecticut River about opposite the point of ending of said base line shown on plan as station 90.

The southerly line of location of the section of State highway hereby laid out begins at a point marking the junction of the easterly street line of Cross Street with the northerly street line of Ferry Road bearing south $7^{\circ} 24' 40''$ east and 8.21 feet distant from the point of beginning of the aforesaid base line shown on plan as station 79+22.66, and extends thence, following said line of Ferry Road, south $79^{\circ} 46' 25''$ east 225.10 feet to a point marking the junction of said line of Ferry Road with the westerly location line of the aforesaid July 2, 1903 State highway layout on River Road at a point bearing south $52^{\circ} 46' 51''$ east and 132.63 feet distant from station 80+43.96 of said base line. Then beginning again at a point on the easterly location line of said 1903 State highway layout bearing south $13^{\circ} 18' 22''$ east and 100.06 feet distant from station 82+00.38 of the aforesaid base line and extending thence north $74^{\circ} 38' 47''$ east about 803 feet (parallel to said base line and 100.00 feet distant therefrom) to a point at the end of the layout on the dividing line between the town of Agawam and the city of Springfield in the middle of the Connecticut River, about opposite the point of ending of said base line shown on plan as station 90.

The westerly end of the section of State highway hereby laid out is defined by that portion of the easterly street line of Cross Street bearing south $7^{\circ} 24' 40''$ east and 73.00 feet in length, extending between the points of beginning of the northerly and southerly location lines hereinbefore described.

The easterly end of the section of State highway hereby laid out is defined by that portion of the dividing line between the town of Agawam and the city of Springfield in the middle of the Connecticut River, extending between the points of ending of the aforesaid northerly and southerly location lines hereinbefore described.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at points of beginning thereof, at angle points thereon, and at points marking their junctions with location lines of the aforesaid July 2, 1903 State highway layout on River Road.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Agawam, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Agawam which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Laid out as a State Highway by the Department of Public Works February 5, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Virginia Basile	0.71 acres	\$1.00
2	Owner unknown	0.33 acres	1.00
3	Springfield Yacht and Canoe Club, Inc.	0.23 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of March, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifth day of February, 1952.

William F. Callahan Department

Benjamin H. Grout

of

Public Works

A TRUE COPY-ATTEST

Mary E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1953

Agawam



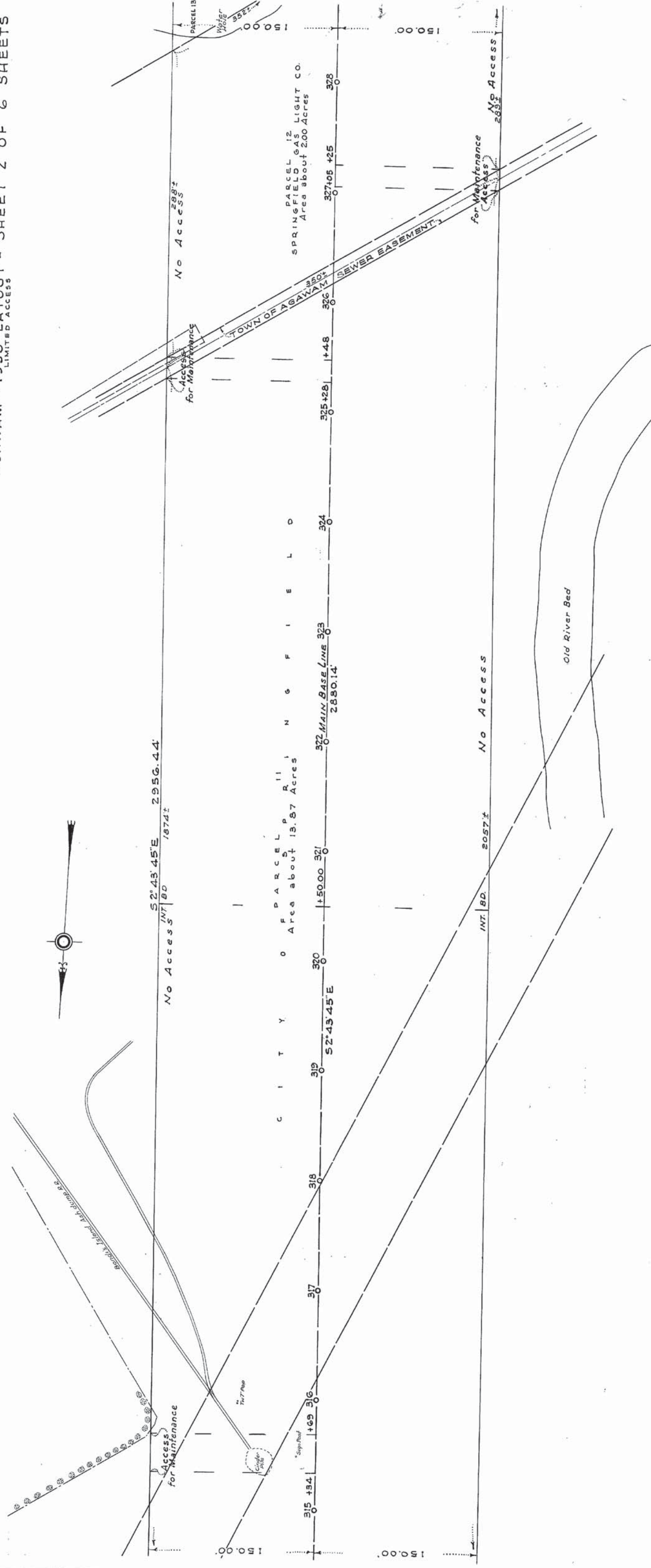
STATE LAYOUT PLAN #4068.
Route 5 West Spfld line to end of layout #3936 at River Road.

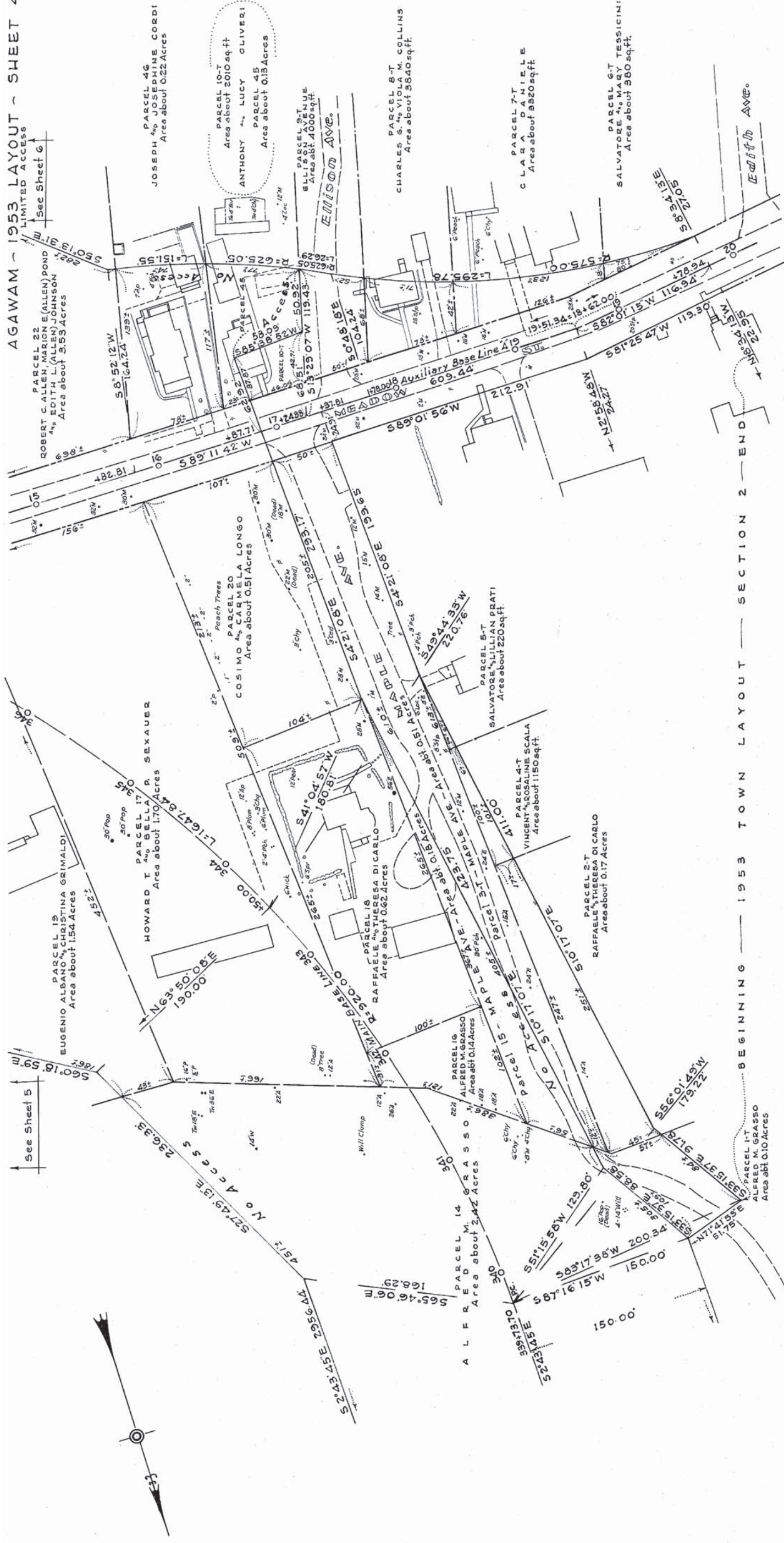
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 41 PAGE 16-21

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STATE LAYOUT PLAN #4068

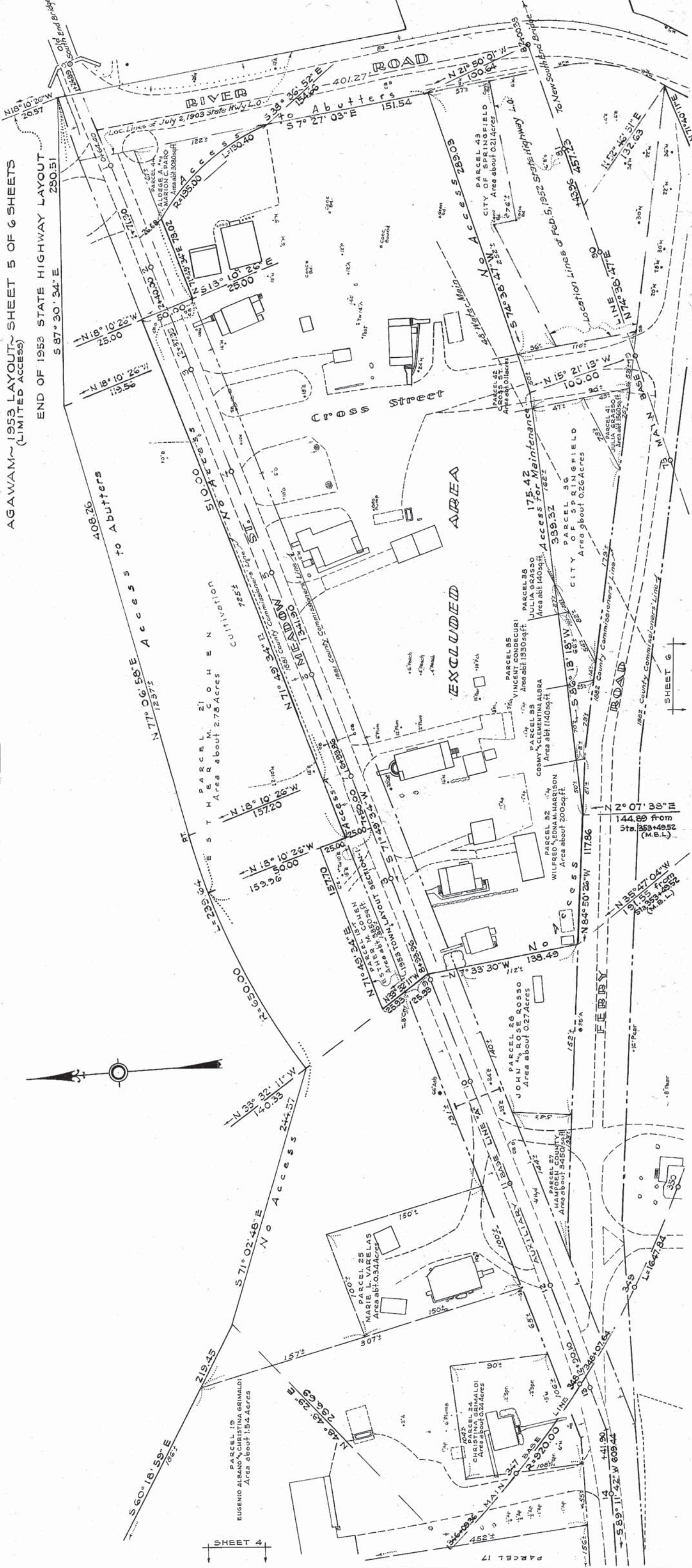
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- Image Info SH50002 Westfield River
- Image Info SH50002 Edith Avenue
- Image Info SH50002 Ferry Road
- Image Info SH50002 Maple Avenue
- Image Info SH50002 Meadow Street
- Image Info SH50002 Old River Road
- Image Info SH50002 River Road
- Image Info SH50002 Route 5
- Image Info SH50002 Sterling Avenue





AGAWAM-1953 LAYOUT~ SHEET 5 OF 6 SHEETS
(LIMITED ACCESS)

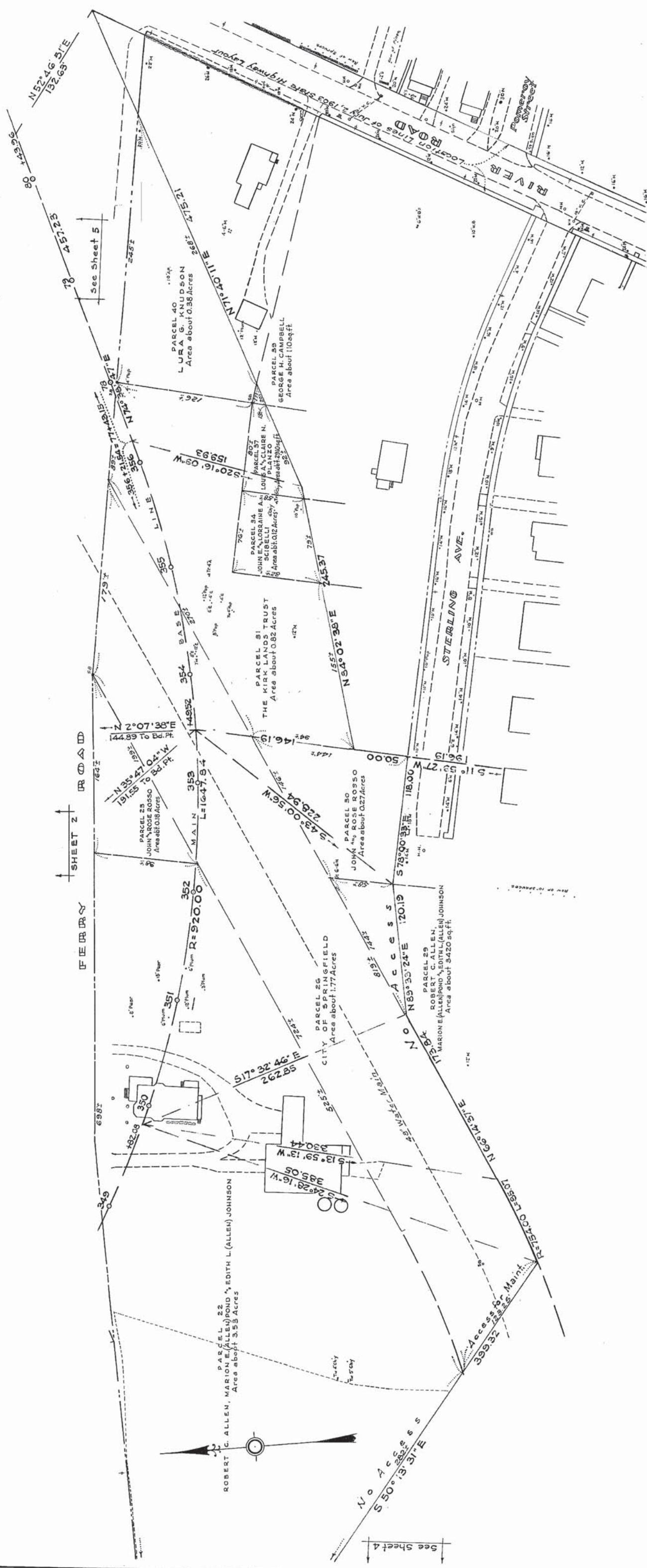
END OF 1953 STATE HIGHWAY LAYOUT
5 87° 30' 34" E 280.51



SHEET 4

SHEET 6

AGAWAM~ 1953 LAYOUT~ SHEET 6 OF 6 SHEETS
(LIMITED ACCESS)



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4068
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of AGAWAM, county of Hampden. The layout consists of establishing a State highway location for a relocation of a portion of Route 5, so called, and begins at the dividing line between the towns of West Springfield and Agawam (as defined by the north mouth of the Westfield River), extending thence southerly and southeasterly, entirely by new location, about a mile to the northwesterly side of the State highway location on River Road as laid out July 2, 1903, and to the westerly end of the State highway location laid out February 5, 1952 for the new South End Bridge, so called, over the Connecticut River.

The State highway hereby laid out is more fully described as follows; the base lines hereinafter described being those of surveys made by engineers of the Department in 1951.

The main base line of the State highway hereby laid out begins at a point shown on plan as station 303+13.61, said point being in West Springfield about 207 feet southwesterly of the centre line of the causeway extending along the southwesterly side of the Connecticut River and about 195 feet northwesterly of the southeasterly boundary of the property of the Western Massachusetts Electric Company (the distances given being at right angles to said causeway line and to said boundary line),

respectively; thence said main base line extends southerly by a curve to the right, as shown on plan, of 3083.56 feet radius 744.62 feet to station 310+58.23, said station being station 310+93.56 for the line ahead; thence south $2^{\circ} 43' 45''$ east 2880.14 feet; thence by a curve to the left of 920.00 feet radius 1647.84 feet to station 356+21.54, said station being station 77+43.15 for the line ahead; thence north $74^{\circ} 38' 47''$ east 457.23 feet (in part by the base line of the aforesaid February 5, 1952 State highway layout) to a point in the existing roadway of the State highway on River Road about 130 feet northerly of the northerly side of Ferry Road, so-called, said point being shown on plan as station 82+00.38.

The length of State highway hereby laid out is about 5,500 feet.

An auxiliary base line "A" on Meadow Street begins at a point on the westerly abutment of the Old South End Bridge shown on plan as station 0, and extends thence south $71^{\circ} 49' 34''$ west 1341.90 feet; thence south $89^{\circ} 11' 42''$ west 609.44 feet to station 19+51.34, said station being station 18+62.00 for the line ahead; thence south $82^{\circ} 01' 15''$ west 116.94 feet to station 19+78.94; said station being about 25 feet easterly of the easterly side of Edith Avenue, so called.

The easterly line of location of the section of State highway hereby laid out begins at a point on the aforesaid West Springfield-Agawam line marking the point of ending of the easterly location line of the proposed State highway layout in West Springfield, and extends thence southerly by a curve of 3233.56 feet radius (parallel to said main base line and 150.00 feet distant therefrom) to a point bearing north $87^{\circ} 16' 15''$ east and 150.00 feet distant from station 310+58.23; thence south $2^{\circ} 43' 45''$ east 2956.44 feet to a point bearing south $65^{\circ} 46' 06''$ east and 168.29 feet distant from station 339+73.70 of said main base line; thence south $27^{\circ} 49' 13''$ east 236.33 feet to a point bearing north $63^{\circ} 50' 08''$ east and 190.00 feet distant from station 343+50.00 of said main base line; thence south $60^{\circ} 18' 59''$ east 219.45 feet to a point bearing north $48^{\circ} 48' 29''$ east and 286.69 feet distant from station 346+09.36 of said main base line; thence south $71^{\circ} 02' 48''$ east 244.57 feet to a point bearing north $33^{\circ} 32' 11''$ west and 140.33 feet distant from station 8+93.96 of auxiliary base line "A" hereinbefore described; thence north-easterly to easterly, as shown on plan, by a curve of 650.00 feet radius 239.64 feet to a point bearing north $18^{\circ} 10' 26''$ west and 157.20 feet distant from station 6+93.86 of said auxiliary base line "A"; thence north $77^{\circ} 06' 58''$ east 408.26 feet to a point bearing north $18^{\circ} 10' 26''$ west and 119.56 feet distant from station 2+87.35 of said auxiliary base line "A"; thence south $87^{\circ} 30' 34''$ east 280.51 feet to a point at the end of the layout, marking the northerly end of the southeasterly location line of the aforesaid July 2, 1903 State highway layout on River Road, said point bearing north $18^{\circ} 10' 26''$ west and being 20.57 feet distant from station 0+24.89 of said auxiliary base line "A".

The westerly line of location of the section of State highway hereby laid out begins at a point on the aforesaid West Springfield-Agawam line marking the point of ending of the westerly location line of the aforesaid proposed State highway layout in West Springfield, and extends thence south $16^{\circ} 33' 53''$ east (equivalent to south $4^{\circ} 30' 45''$ east to be shown on plan of said West Springfield layout) about 108 feet to a point bearing south $73^{\circ} 26' 07''$ west and 150.00 feet distant from the point of beginning of the above described main base line shown on plan as station 303+13.61; thence parallel to said main base line and 150.00 feet distant therefrom to a point bearing south $87^{\circ} 16' 15''$ west and 150.00 feet distant from station 339+73.70; thence south $33^{\circ} 15' 37''$ east 88.58 feet to a point bearing south $51^{\circ} 15' 58''$ west and 129.80 feet distant from said station 339+73.70; thence south $10^{\circ} 17' 07''$ east 423.75 feet to a point bearing south $41^{\circ} 04' 57''$ west and 180.81 feet distant from station 343+50.00 of said main base line; thence south $4^{\circ} 21' 08''$ east 293.17 feet to a point bearing south $4^{\circ} 21' 08''$ east and 62.92 feet distant from station 16+87.71 of auxiliary base line "A" hereinbefore described; thence south $85^{\circ} 38' 52''$ west 58.09 feet to a point bearing south $13^{\circ} 29' 07''$ west and 68.51 feet distant from station 17+24.88 of said auxiliary base line "A"; thence south $13^{\circ} 29' 07''$ west 50.92 feet to a point bearing south $13^{\circ} 29' 07''$ west and 119.43 feet distant from said station 17+24.88; thence southeasterly by a curve to the left, as shown on plan, of 625.05 feet radius 151.55 feet to a point bearing south $8^{\circ} 52' 12''$ west and 164.24 feet distant from station 15+82.81 of said auxiliary base line "A"; thence south $50^{\circ} 13' 31''$ east 399.32 feet to a point on the southeasterly boundary line of the layout made by the City of Springfield Water Department for its 48" water main, said point bearing south $24^{\circ} 28' 16''$ west and being 385.05 feet distant from station 349+82.08 of the aforesaid main base line; thence, following said boundary line, northeasterly by a curve to the left, as shown on plan, of 754.00 feet radius 85.07 feet to a point bearing south $13^{\circ} 59' 13''$ west and 330.44 feet distant from said station 349+82.08; thence north $66^{\circ} 14' 37''$ east 173.84 feet to a point bearing south $17^{\circ} 32' 46''$ east and 262.85 feet distant from the aforesaid station 349+82.08; thence north $89^{\circ} 33' 24''$ east 120.19 feet to a point bearing south $43^{\circ} 00' 56''$ west and 228.94 feet distant from station 353+49.52 of said main base line; thence south $78^{\circ} 00' 33''$ east 118.00 feet to a point bearing south $11^{\circ} 59' 27''$ west and 196.19 feet distant from said station 353+49.52; thence north $11^{\circ} 59' 27''$ east 50.00 feet to a point bearing south $11^{\circ} 59' 27''$ west and 146.19 feet distant from said station 353+49.52; thence north $84^{\circ} 02' 38''$ east 245.37 feet to a point bearing south $20^{\circ} 16' 09''$ west and 159.93 feet distant from station 356+21.54 of said main base line; thence north $71^{\circ} 40' 11''$ east 475.21 feet to a point at the end of the layout on the northwesterly location line of the aforesaid 1903 State highway layout on River Road, at the junction of the southerly location line of the aforesaid 1952 State highway layout therewith, said point bearing south $52^{\circ} 46' 51''$ east and being 132.63 feet distant from station 80+43.96 of the aforesaid main base line.

EXCLUDED AREA

Exclusive of that portion of the aforesaid February 5, 1952 State highway location located westerly of River Road, all the land lying between the above described location lines and between the aforesaid West Springfield-Agawam line and the northwesterly location line of the aforesaid 1903 State highway layout on River Road, is included in the State highway location hereby laid out except a certain area which is excluded therefrom, the boundary of said excluded area being described as follows:- Beginning at a point on the northwesterly location line of the aforesaid 1903 State highway layout on River Road, bearing north $21^{\circ} 50' 01''$ west and 100.64 feet distant from the point of ending of the above described main base line shown on plan as station 82+00.38, and extending thence, leaving said 1903 location line, south $74^{\circ} 38' 4''$ west 289.03 feet to a point bearing north $15^{\circ} 21' 13''$ west and 100.00 feet distant from station 79+00 of said main base line; thence south $86^{\circ} 13' 18''$ west 389.32 feet to a point on the northerly street line of Ferry Road, so called, bearing north $2^{\circ} 07' 38''$ east and 144.89 feet distant from station 353+49.52 of said main base line; thence, following said street line of Ferry Road, north $84^{\circ} 50' 26''$ west 117.86 feet to a point bearing north $35^{\circ} 47' 04''$ west and 191.55 feet distant from said station 353+49.52; thence leaving said street line of Ferry Road and extending north $7^{\circ} 33'$ west 138.49 feet to station 8+93.96 of the aforesaid auxiliary base line "A"; thence north $33^{\circ} 32' 11''$ west 51.86 feet to a point bearing north $33^{\circ} 32' 11''$ west and 51.86 feet distant from said station 8+93.96; thence north $71^{\circ} 49' 34''$ east 157.70 feet to a point bearing north $18^{\circ} 10' 26''$ west and 50.00 feet distant from station 7+50.00 of said auxiliary base line "A"; thence south $18^{\circ} 10' 26''$ east 25.00 feet to a point on the northerly street line of Meadow Street, bearing north $18^{\circ} 10' 26''$ west and 25.00 feet distant from said station 7+50.00; thence, following said street line of Meadow Street, north $71^{\circ} 49' 34''$ east 510.00 feet to a point bearing north $18^{\circ} 10' 26''$ west and 25.00 feet distant from station 2+40.00 of said auxiliary base line "A"; thence leaving said northerly street line of Meadow Street and (crossing said street) extending south $18^{\circ} 10' 26''$ east 50.00 feet to a point on the southerly street line of said Meadow Street, bearing south $18^{\circ} 10' 26''$ east and 25.00 feet distant from said station 2+40.00; thence, following said southerly street line of Meadow Street north $71^{\circ} 49' 34''$ east 78.02 feet to a point bearing south $38^{\circ} 36' 5''$ and 26.68 feet distant from station 1+71.30 of said auxiliary base line "A"; thence leaving said southerly street line and extending southeasterly by a curve to the right, as shown on plan, of 195.00 feet radius 130.40 feet to a point again on the aforesaid northwesterly location line of the 1903 State highway layout on River Road, bearing south $38^{\circ} 36' 52''$ east and 154.66 feet distant from said station 1+71.30; thence, following said State highway location line of River Road, south $7^{\circ} 27' 03''$ east 151.54 feet to the point of beginning above described.

The hereinbefore described location lines and the above described boundary of the excluded area are further defined by bounds set thereon at angle points, points of curvature, at the ends of said location lines and at intermediate points thereon opposite stations 320+50 and 330+50 of the hereinbefore described main base line.

Access to and egress from the State highway location hereinbefore described is limited, being allowed only as follows:

1. Free access to and egress from said State highway location is allowed -
 - a) Across the hereinbefore described westerly location line between a point thereon bearing south $4^{\circ} 21' 08''$ east and 62.92 feet distant from station 16+87.71 of auxiliary base line "A" hereinbefore described and a point on said location line bearing south $13^{\circ} 29' 07''$ west and 119.43 feet distant from station 17+24.88 of said auxiliary base line "A".
 - b) Across the hereinbefore described boundary of the excluded area between points thereon opposite and 25.00 feet distant northerly from stations 6+93.86 and 7+50.00 of said auxiliary base line "A".
2. Access to and egress from said State highway location is allowed abutters -
 - a) Across the hereinbefore described easterly location line between points thereon opposite and northerly from stations 0+24.89 and 7+50.00 of the aforesaid auxiliary base line "A" and 20.57 feet and 159.96 feet distant respectively from said stations.
 - b) Across that portion of the hereinbefore described boundary of the excluded area beginning at a point thereon bearing south $18^{\circ} 10' 26''$ east and 25.00 feet distant from station 2+40.00 of the aforesaid auxiliary base line "A" and extending easterly, southeasterly and southerly to a point on said boundary line bearing north $21^{\circ} 50' 01''$ west and 100.64 feet distant from the point of ending of the hereinbefore described main base line shown on plan as station 82+00.38.
3. Access to and egress from the aforesaid State highway location is allowed the City of Springfield and/or its agents, for the maintenance and operation of its sewage treatment plant.
 - a) Across the hereinbefore described easterly location line between points thereon opposite stations 308+66.93 and 309+05.07 of the hereinbefore described main base line; also between points on said location line opposite stations 315+34 and 315+69 of said main base line.
 - b) Across the hereinbefore described westerly location line between points thereon opposite stations 308+64.98 and 309+07.02 of said main base line.
4. Access to and egress from the aforesaid State highway location is allowed the City of Springfield and/or its agents for maintaining, constructing, relocating and operating within said State highway location pipes and appurtenances for water supply purposes.

- a) Across the hereinbefore described boundary of the excluded area between a point thereon bearing north $15^{\circ} 21' 13''$ west and 100.00 feet distant from station 79+00 of the aforesaid main base line and a point on said location line bearing south $86^{\circ} 13' 18''$ west and 175.42 feet distant from the first mentioned point.
 - b) Across the hereinbefore described westerly location line between a point thereon bearing south $24^{\circ} 28' 16''$ west and 385.05 feet distant from station 349+82.08 of the aforesaid main base line and a point on said location line bearing north $50^{\circ} 13' 31''$ west and 123.25 feet distant from the first mentioned point.
5. Access to and egress from the aforesaid State highway location is allowed the Town of Agawam and/or its agents for the purpose of maintaining, constructing and operating sewers and appurtenances therefor, now located and/or to be located within the confines of the existing easement of said town across said State highway location.
- a) Across the hereinbefore described easterly location line between points thereon opposite stations 325+28 and 325+48 of the aforesaid main base line.
 - b) Across the hereinbefore described westerly location line between points thereon opposite stations 327+05 and 327+25 of said main base line.
6. Access to and egress from the aforesaid State highway location is allowed the Western Massachusetts Electric Company, its successors and/or assigns, for the purpose of constructing, maintaining and operating power lines and appurtenances thereto across the easterly and westerly location lines hereinbefore described within the limits of the existing easement held by said company crossing said location at or near station 307 of the aforesaid main base line.

Nothing in the foregoing limited access provisions is to be interpreted as limiting the normal use of the waters of the Westfield River.

The foregoing access-egress items are more particularly shown on the plan hereinafter mentioned.

Appurtenant to the State highway layout hereinbefore described is the laying out of two sections of highway in behalf of the Town of Agawam, which sections are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

SECTION NO. 1

This section consists of widening the existing location of a portion of Meadow Street, being located on the northerly side of said street within the area excluded from the State highway location hereinbefore described.

The northerly location line of Meadow Street, as hereby widened and laid out, begins at a point on the existing northerly street line of said street bearing north $33^{\circ} 32' 11''$ west and 25.93 feet

distant from station 8+93.96 of auxiliary base line "A" hereinbefore described, said point being on the boundary of the aforesaid excluded area; and extends thence, following said boundary, north $33^{\circ} 32' 11''$ west 25.93 feet to a point bearing north $33^{\circ} 32' 11''$ west and 51.86 feet distant from said station 8+93.96; thence north $71^{\circ} 49' 34''$ east 157.70 feet to a point bearing north $18^{\circ} 10' 26''$ west and 50.00 feet distant from station 7+50.00 of said auxiliary base line "A"; thence south $18^{\circ} 10' 26''$ east 25.00 feet to a point at the end of the section; again on the existing northerly street line of Meadow Street, bearing north $18^{\circ} 10' 26''$ west and 25.00 feet distant from said station 7+50.00.

SECTION NO. 2

This section consists of establishing a location for Maple Avenue, so called, and for a portion of Meadow Street as relocated by the proposed construction within the aforesaid State highway location hereby laid out.

The easterly-southerly location line of Section No. 2 is identical with that portion of the hereinbefore described westerly location line of the aforesaid State highway between a point thereon bearing south $87^{\circ} 16' 15''$ west and 150.00 feet distant from station 339+73.70 of the main base line of said State highway layout and a point on said State highway location line bearing south $13^{\circ} 29' 07''$ west and 119.43 feet distant from station 17+24.88 of auxiliary base line "A" of said State highway layout; and extends thence, leaving said State highway location line, northwesterly by a curve to the right, as shown on plan, of 625.05 feet radius 26.29 feet to a point bearing south $0^{\circ} 48' 18''$ east and 104.24 feet distant from station 17+78.00 of said auxiliary base line "A"; thence by a curve to the left of 575.00 feet radius 295.78 feet to a point at the end of the section, on the existing southerly street line of Meadow Street, bearing south $8^{\circ} 34' 13''$ east and 27.05 feet distant from the point of ending of said auxiliary base line "A" shown on plan as station 19+78.94.

The westerly-northerly location line of Section No. 2 begins at a point bearing south $83^{\circ} 17' 38''$ west and 200.34 feet distant from the aforesaid station 339+73.70, and extends thence south $33^{\circ} 15' 37''$ east 91.78 feet to a point bearing south $56^{\circ} 01' 49''$ west and 179.22 feet distant from said station 339+73.70; thence south $10^{\circ} 17' 07''$ east 411.00 feet to a point bearing south $49^{\circ} 44' 33''$ west and 220.76 feet distant from station 343+50.00 of the aforesaid main base line; thence south $4^{\circ} 21' 08''$ east 199.65 feet to a point on the existing northerly street line of Meadow Street, bearing north $4^{\circ} 21' 08''$ west and 24.91 feet distant from station 17+37.81 of the aforesaid auxiliary base line "A"; thence, following said northerly street line of Meadow Street, south $89^{\circ} 01' 56''$ west 212.91 feet to a point bearing north $2^{\circ} 58' 48''$ west and 24.27 feet distant from the easternmost station 19+51.34 of said auxiliary base line "A"; thence south $81^{\circ} 25' 47''$

west 119.30 feet to a point opposite the point of ending of the above described easterly-southerly location line, said point bearing north $8^{\circ} 34' 13''$ west and being 22.95 feet distant from the point of ending of said auxiliary base line "A" shown on plan as station 19+78.94.

The northerly end of Section No. 2 is defined by a line, bearing north $71^{\circ} 41' 53''$ east and 51.75 feet in length, extending between the points of beginning of the above described westerly-northerly and easterly-southerly location lines of said section.

The above described location lines of Sections No. 1 and No. 2 are further defined by bounds set thereon at angle points, points of curvature and at the beginning and end thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 556 of the Acts of 1952, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Agawam, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels Nos. 10 to 46, inclusive, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Agawam which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of highway above described, the Department of Public Works, on behalf of the Town of Agawam, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 556 of the Acts of 1952, Parcels Nos. 1-T to 10-T, inclusive, ^{and 13-T} shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the town of Agawam, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Agawam which are included in the foregoing description.

The State highway hereby laid out, the sections of town highway hereby laid out, and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Agawam Hampden County laid out as a State Highway by the Department of Public Works August 25, 1953. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
10	Western Massachusetts Electric Co.	0.71 acres	\$1.00
11	City of Springfield	13.87 acres	
12	Springfield Gas Light Co.	2.00 acres	1.00
13	City of Springfield	4.13 acres	
14	Alfred M. Grasso	2.42 acres	1.00
15	Owner Unknown (Maple Avenue)	0.13 acres	1.00
16	Alfred M. Grasso	0.14 acres	1.00
17	Howard T. and Bella P. Sexauer	1.70 acres	1.00
18	Raffaele and Theresa DiCarlo	0.62 acres	1.00
19	Eugenio Albano and Christina Grimaldi	1.54 acres	1.00
20	Cosimo and Carmela Longo	0.51 acres	1.00
21	Esther M. Cohen	2.73 acres	1.00
22	Robert C. Allen, Marion E. (Allen) Pond, and Edith L. (Allen) Johnson	3.53 acres	1.00
23	John and Rose Rosso	0.13 acres	1.00
24	Christina Grimaldi	0.24 acres	1.00
25	Marie L. Varelas	0.34 acres	1.00
26	City of Springfield	1.77 acres	
27	Hampden County	3,450 sq. ft.	
28	John and Rose Rosso	0.27 acres	1.00
29	Robert C. Allen, Marion E. (Allen) Pond, and Edith L. (Allen) Johnson	3,420 sq.ft.	1.00
30	John and Rose Rosso	0.27 acres	1.00
31	The Kirk Lands Trust	0.32 acres	1.00
32	Wilfred and Edna M. Harrison	260 sq. ft.	1.00
33	Cosmy and Clementina Albra	1,140 sq. ft.	1.00
34	John E. and Lorraine A. Scibelli	0.12 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
35	Vincent Condecouri	1,330 sq. ft.	\$1.00
36	City of Springfield	0.26 acres	1.00
37	Louis A. and Claire N. Planzo	2,910 sq. ft.	1.00
38	Julia Grasso	140 sq. ft.	1.00
39	George H. Campbell	110 sq. ft.	1.00
40	Lura G. Knudson	0.38 acres	1.00
41	Julia Grasso	1,560 sq. ft.	1.00
42	Owner unknown (Cross Street)	0.11 acres	1.00
43	City of Springfield	0.21 acres	
44	Aldege A. and Marion C. Faro	3,080 sq. ft.	1.00
45	Lucy and Anthony Oliveri	0.13 acres	1.00
46	Joseph and Josephine Cordi	0.22 acres	1.00
1-T	Alfred M. Grasso	0.10 acres	1.00
2-T	Raffaele and Theresa DiCarlo	0.17 acres	1.00
3-T	Owner unknown (Maple Avenue)	0.51 acres	1.00
4-T	Vincent and Rosaline Scala	1,150 sq. ft.	1.00
5-T	Salvatore and Lillian Prati	220 sq. ft.	1.00
6-T	Salvatore and Mary Tessicini	380 sq. ft.	1.00
7-T	Clara Daniele	3,320 sq. ft.	1.00
8-T	Charles G. and Viola M. Collins	3,840 sq. ft.	1.00
9-T	Owner unknown (Ellison Avenue)	4,000 sq. ft.	1.00
10-T	Lucy and Anthony Oliveri	2,010 sq. ft.	1.00
13-T	Esther M. Cohen	3,850 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said ways are located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said sections of town way in accordance with said plan.

Dated at Boston this twenty-fifth day of August, 1953.

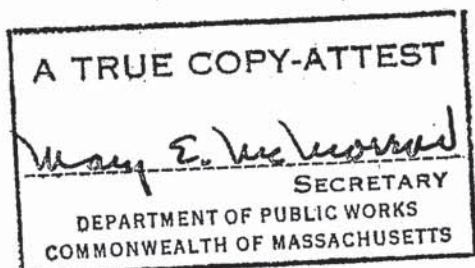
John A. Volpe

Department

Fred B. Dole

of

Public Works



1956

Agawam



STATE LAYOUT PLAN #4519
Route 5 Relocation of line across Meadow St. from
1953 layout #4068.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 63

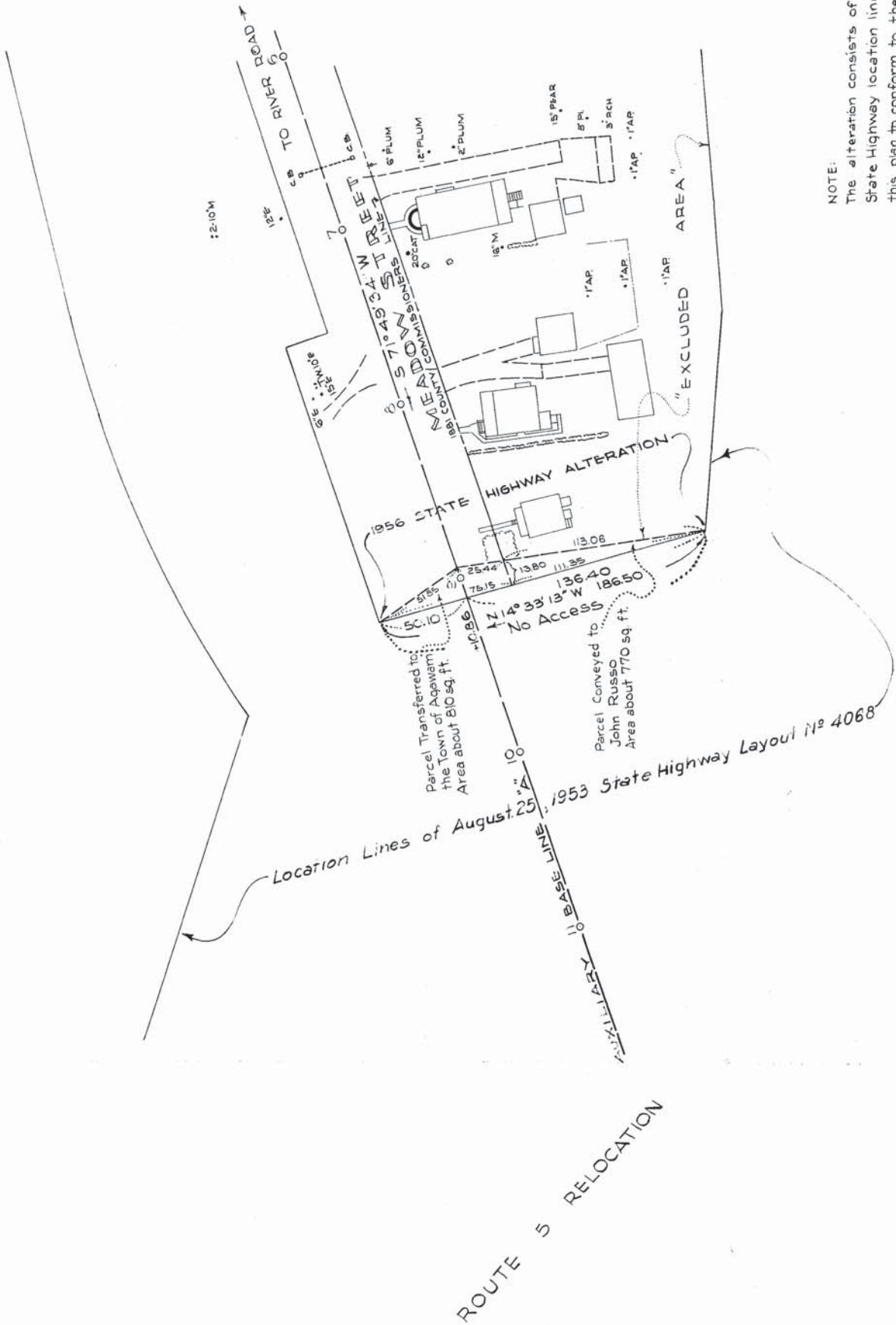
INDEXING

STATE LAYOUT PLAN #4519

Image Info SH50003 Agawam

Image Info SH50003 Meadow Street

Image Info SH50003 Route 5



NOTE:
The alteration consists of revising the State Highway location line as indicated on this plan to conform to the westerly boundaries of a parcel of land transferred to the Town of Agawam, and of a parcel of land conveyed to John Russo by deed dated October 30, 1956

This certifies that the location of the highway has been altered as shown on this plan and that the highway as altered was laid out in accordance with the provisions of Chapter 93A, Section 7-C, of the Acts of 1943, Chapter 937 of the Acts of 1943, and Chapter 937 of the Acts of 1943.

Rolla Hudson
Edw. B. Bole
William J. Traft
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
AGAWAM
HAMPDEN COUNTY
Altered & laid out as a State Highway by the
Department of Public Works
December 18, 1956
Scale: 40 feet to the inch

R. E. Boley
Chief Engineer
Layout No. 4519





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

December 20, 1956

Received
Dec. 27, 1956
in Hampden
County Comms'
Office.

*Brought in
by Mr. Whalen*

Agawam

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
did, under date of December 18, 1956, ^{with limited access provisions} alter the location of
a section of State highway laid out in Agawam
in the year 1953.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McManis
Secretary.

~~Registered Mail~~
H

Enclosures



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4519

WHEREAS, the Department of Public Works
 acting on behalf of the Commonwealth of Massachusetts, did, under date of
 August 25, 1953
 lay out and take charge of as a State highway a road in the Town of Agawam
 county of Hampden leading from
 to and being known as
 Route 5 Relocation
 as shown on the plans of said State highway on file in the office of the Department of Public
 Works, copies of which plans have been filed in the office of the County Commissioners of said
 County of Hampden, at Springfield, and in the office of the
 Town Clerk of said Town of Agawam; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
 tion thereto, the Department of Public Works adjudges that public necessity and convenience
 require that the Commonwealth should alter the location of said State highway, and should
 lay out and take charge of said State highway as altered, as hereinafter described, with
 limited access provisions.

The alteration is located on the State highway location laid out on August 25, 1953 (Layout No. 4068) for a portion of a Relocation of Route 5, at Meadow Street, so called, about 800 feet westerly of the junction therewith of River Road, so called, and consists of establishing a revised location line to conform to the westerly boundaries of land no longer needed for State highway purposes, a portion of which was conveyed by the Commonwealth of Massachusetts, acting through its Department of Public Works, to (John Russo) by deed dated October 30, 1956, and a portion of which is hereby transferred to the control of the Town of Agawam, said alteration being more fully described as follows:

The base line used for this alteration is auxiliary base line "A" of the aforesaid August 25, 1953 State highway layout.

The location line of the State highway hereby altered and laid out begins at a point on the line defining the boundary of the "Excluded Area" of the aforesaid August 25, 1953 State highway layout, bearing south $14^{\circ} 33' 13''$ east and 136.40 feet distant from Station 9+10.86 of auxiliary base line "A" of said layout and extends thence, leaving said boundary line north $14^{\circ} 33' 13''$ west, 186.50 feet to a point at the end of the alteration, again on the line defining the boundary of said "Excluded Area", bearing north $14^{\circ} 33' 13''$ west and 50.10 feet distant from said Station 9+10.86.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at the points of beginning and ending thereof.

The right of access to and egress from the State highway alteration is limited and no access is allowed across the entire length of the location line thereof, hereinbefore described.

The limited access provisions of the aforesaid August 25, 1953 State highway layout, insofar as applicable to that portion of the line defining the boundary of the "Excluded Area" of said layout, extending between the points of beginning and ending of the alteration, hereinbefore described, are hereby voided.

The aforesaid parcel of land which is hereby transferred to control of the Town of Agawam, comprises that portion of Meadow Street, so called, lying between the line defining the boundary of the "Excluded Area" of the aforesaid August 25, 1953 State highway layout and the location line of the State highway alteration hereinbefore described, bounded as follows:

Westerly by said location line of the State highway alteration 75.15 feet; easterly in two courses by Meadow Street, as now existing, 51.85 feet and 25.44 feet; and southerly by the parcel of land conveyed to John Russo by the Commonwealth of Massachusetts acting through its

Department of Public Works by deed dated October 30, 1956, 13.80 feet; containing about 810 square feet. Said portion of Meadow Street is hereby transferred to the control of said Town of Agawam under provisions of Chapter 556 of the Acts of 1952, and is more particularly shown on the plan hereinafter referred to.

The State highway hereby altered and laid out is shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Altered and laid out as a State highway by the Department of Public Works December 18, 1956 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted, That said way as altered as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighteenth day of December, 1956.

Carl A. Sheridan

Department

Fred B. Dole

of

Lewis J. Fritz

Public Works

A TRUE COPY-ATTEST

Mary E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1958

Agawam



STATE LAYOUT PLAN #4635
Route 57 west of Main St. to Route 5

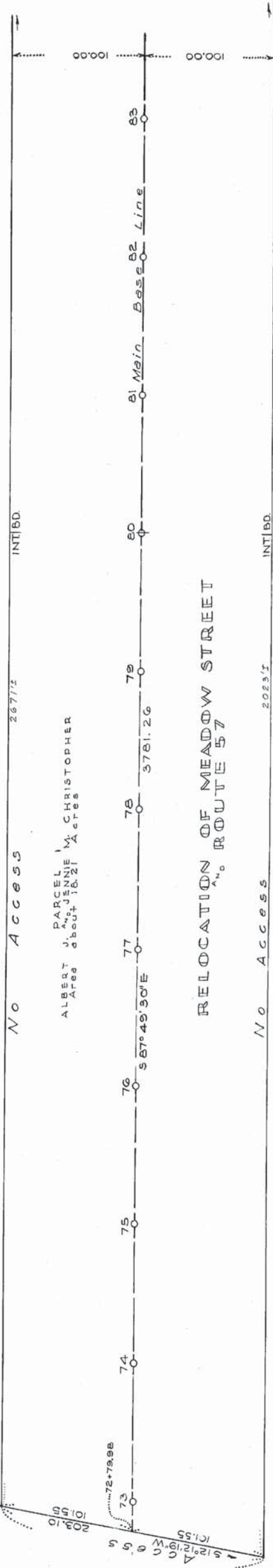
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 64 PAGE 65-87

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STATE LAYOUT PLAN #4635

- Image Info SH50004 Agawam
- Image Info SH50004 Corey Street
- Image Info SH50004 Editha Avenue
- Image Info SH50004 Ellison Avenue
- Image Info SH50004 James Street
- Image Info SH50004 Main Street
- Image Info SH50004 Maple Avenue
- Image Info SH50004 Meadow Avenue
- Image Info SH50004 Meadow Street
- Image Info SH50004 Route 5
- Image Info SH50004 Route 57

BEGINNING OF 1958 STATE HIGHWAY LAYOUT.
SECTION I



Commonwealth of Massachusetts
Hampden County
Filed - February 25, 1958
Attest - Edward G. Shea
Clerk.

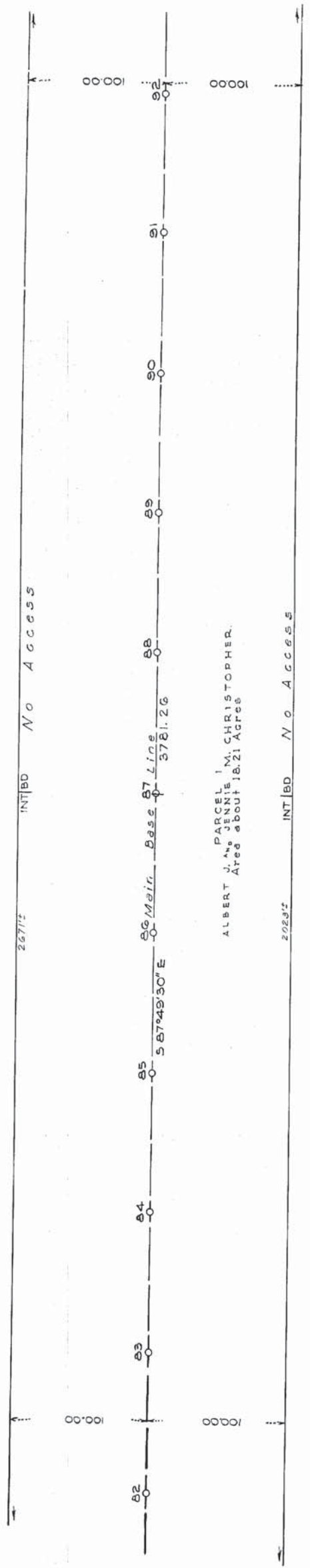
This certifies that the sections of road marked on this plan as taken charge of as a Limited Access State Highway by the Department of Public Works on February 11, 1958, in accordance with Chapter 81 of the General Laws as amended by Chapter 397 of the Acts of 1948.

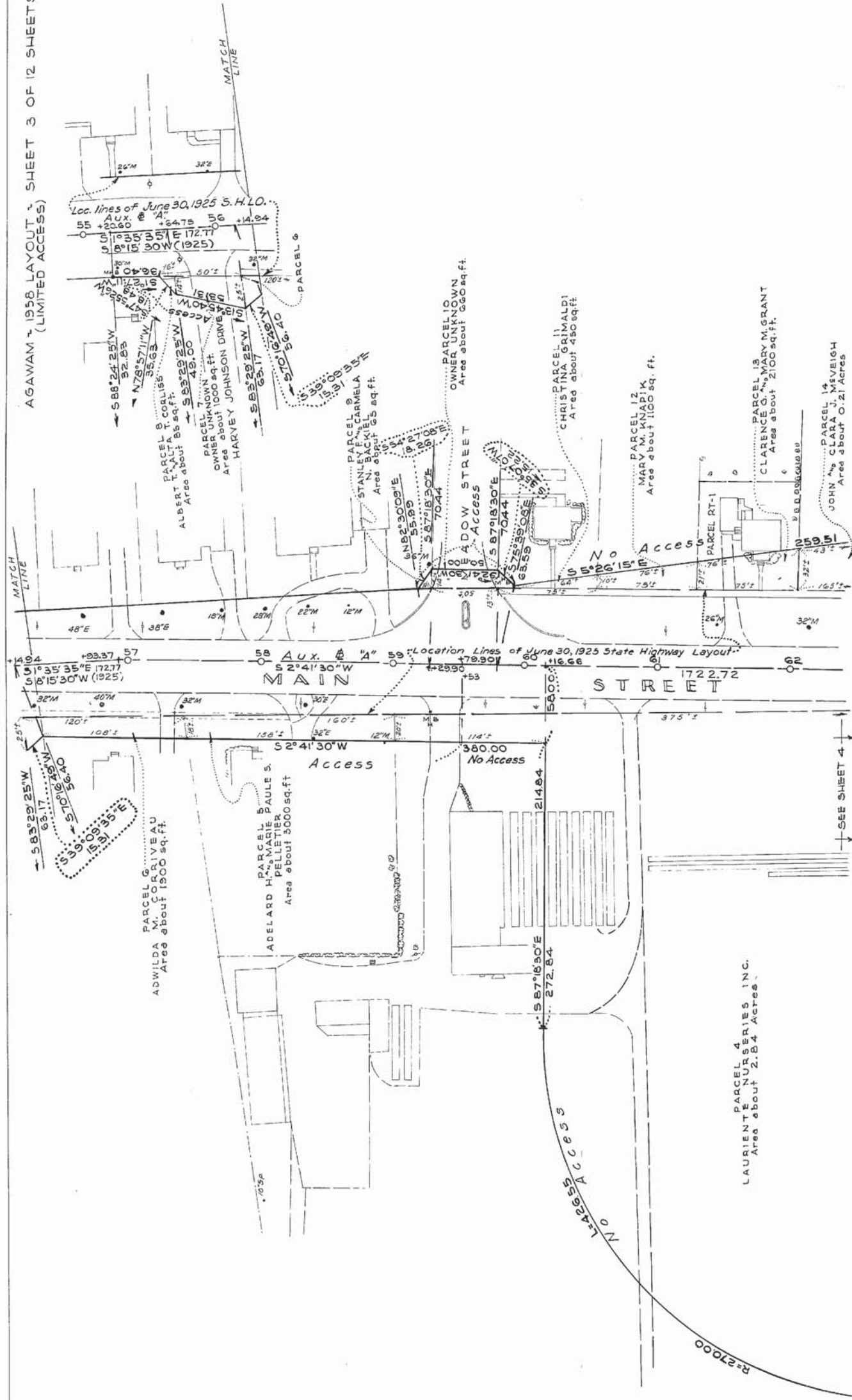
[Signature]
Fred B. Sibley
Sewer
Department of Public Works

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on February 11, 1958, in accordance with Chapter 81 of the General Laws as amended by Chapter 397 of the Acts of 1948.

[Signature]
Fred B. Sibley
Sewer
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
In the Town of
AGAWAM
HAMPTDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
FEBRUARY 11, 1958
Scale: 40 feet to the inch
[Signature]
Chief Engineer Layout N 9463





PARCEL 4

PARCEL 3
ALBERT J. JENNIFER
Area about 1.02 Acres

PARCEL 2
CITY OF SPRINGFIELD MUNICIPAL WATER WORKS
Area about 1.10 Acres

Access for City of Springfield Municipal Water Works

No Access

RELOCATION OF MEADOW STREET
N. ROUTE 57
END OF 1958 STATE HIGHWAY LAYOUT SECTION 1

ALBERT J. JENNIFER
Area about 18.21 Acres

PARCEL 15
CITY OF SPRINGFIELD MUNICIPAL WATER WORKS
Area about 0.48 Acres

PARCEL 16
JOHN A. CLARKE
Area about 0.21 Acres

PARCEL 17
ELTON D. ALICE M. CLARY
Area about 2.71 Acres

PARCEL 18
MARION F. IRENE E. FITZGERALD
Area about 0.30 Acres

PARCEL 19
MARION F. IRENE E. FITZGERALD
Area about 0.30 Acres

PARCEL 20
MARION F. IRENE E. FITZGERALD
Area about 0.30 Acres

PARCEL 21
MARION F. IRENE E. FITZGERALD
Area about 0.30 Acres

PARCEL 22
JOHN A. CLARKE
Area about 0.21 Acres

PARCEL 23
JOHN A. CLARKE
Area about 0.21 Acres

PARCEL 24
JOHN A. CLARKE
Area about 0.21 Acres

AGAWAM 1958 LAYOUT SHEET 4 OF 12 SHEETS
(LIMITED ACCESS)

SEE SHEET 3

SEE SHEET 5

SEE SHEET 6

SEE SHEET 7

SEE SHEET 8

SEE SHEET 9

SEE SHEET 10

SEE SHEET 11

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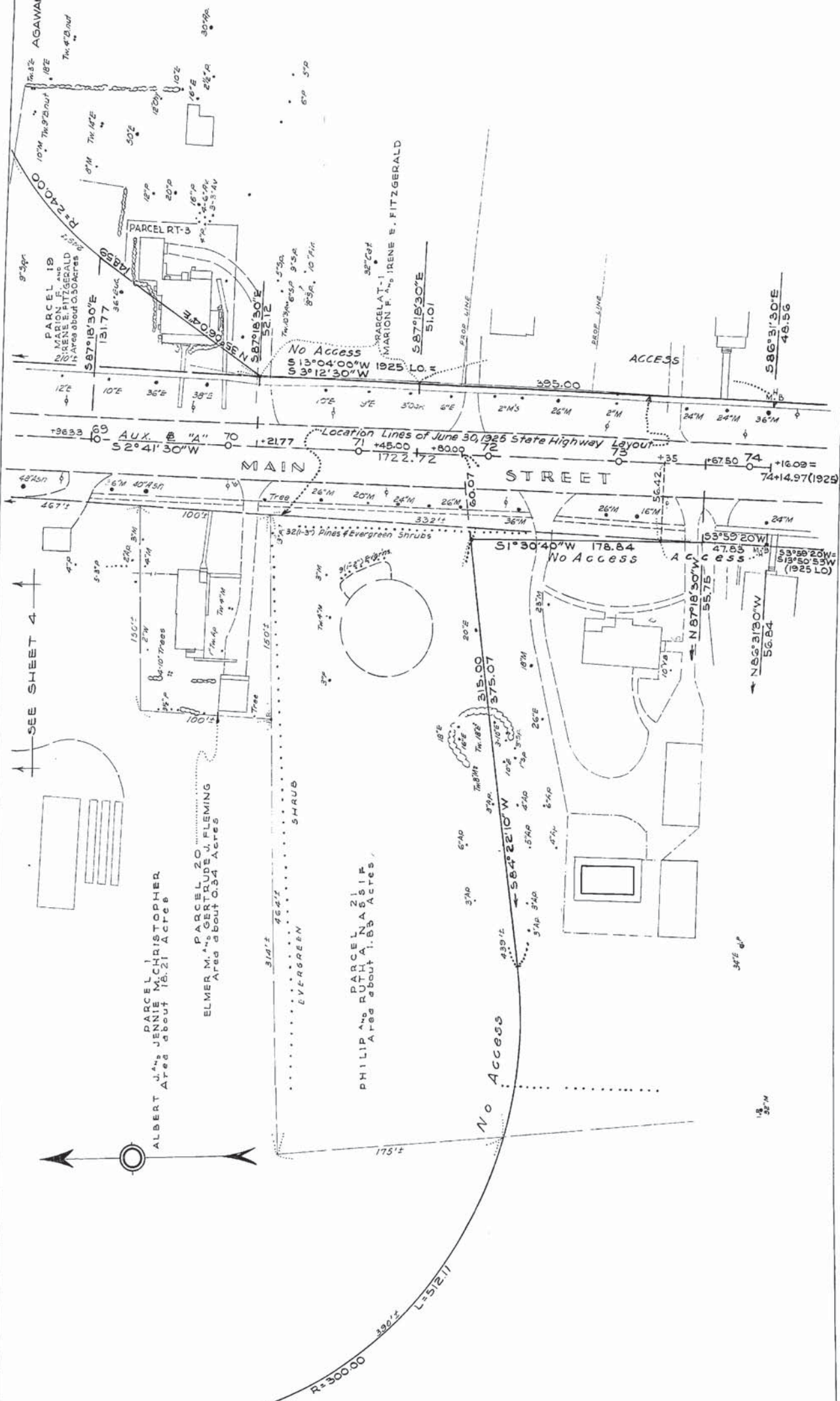
SEE SHEET 119

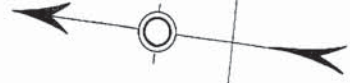
SEE SHEET 120

SEE SHEET 121

SEE SHEET 122

SEE SHEET 123





MEADOW STREET

PARCEL D2
MARIE PARSONS
Area about 0.21 Acres

No Access
587° 49' 30" E

PARCEL 22
JOHN & CLARA W. McVEIGH
Area about 3.06 Acres

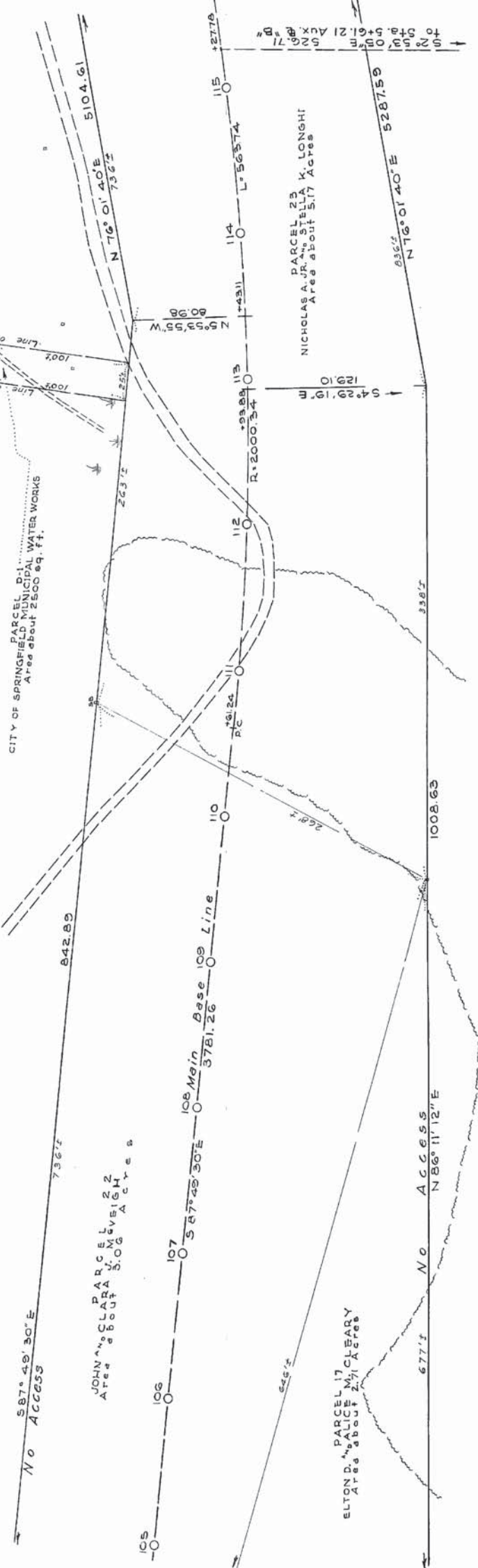
PARCEL D-1
CITY OF SPRINGFIELD
Area about 2500 sq. ft.

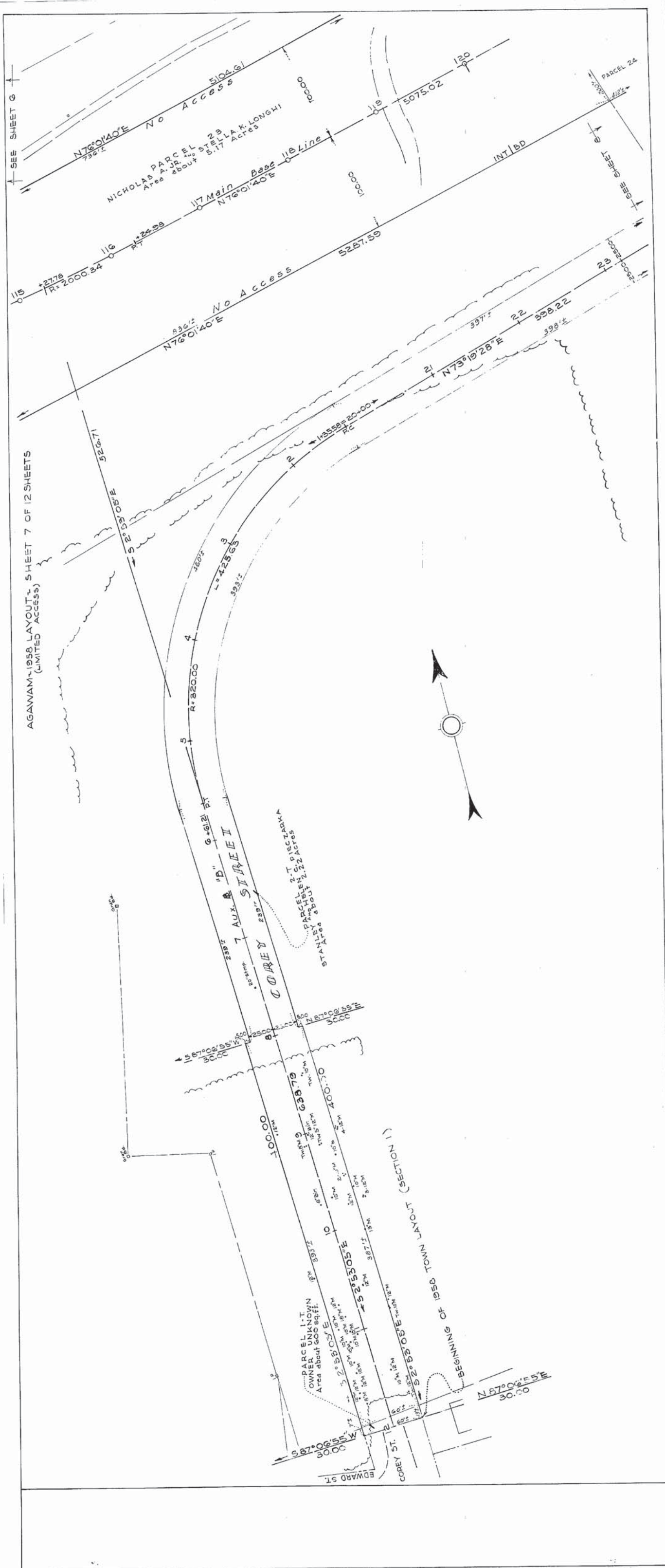
PARCEL 17
ELTON D. & ALICE M. CLEARY
Area about 2.71 Acres

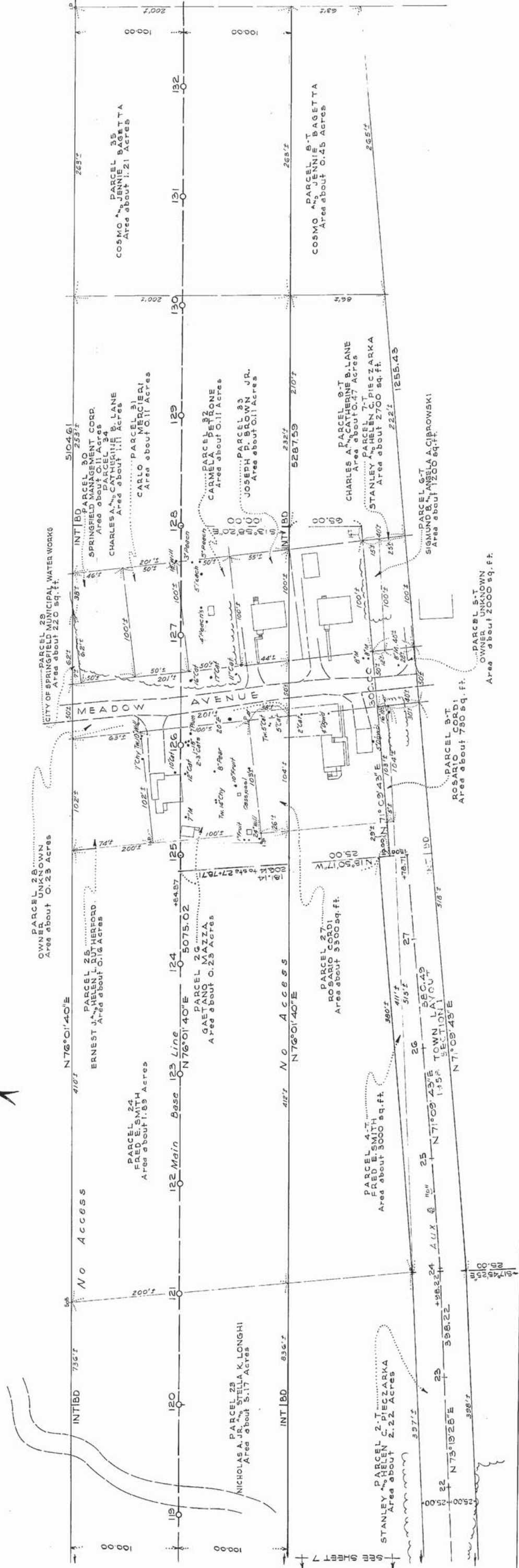
No Access
N 86° 11' 12" E

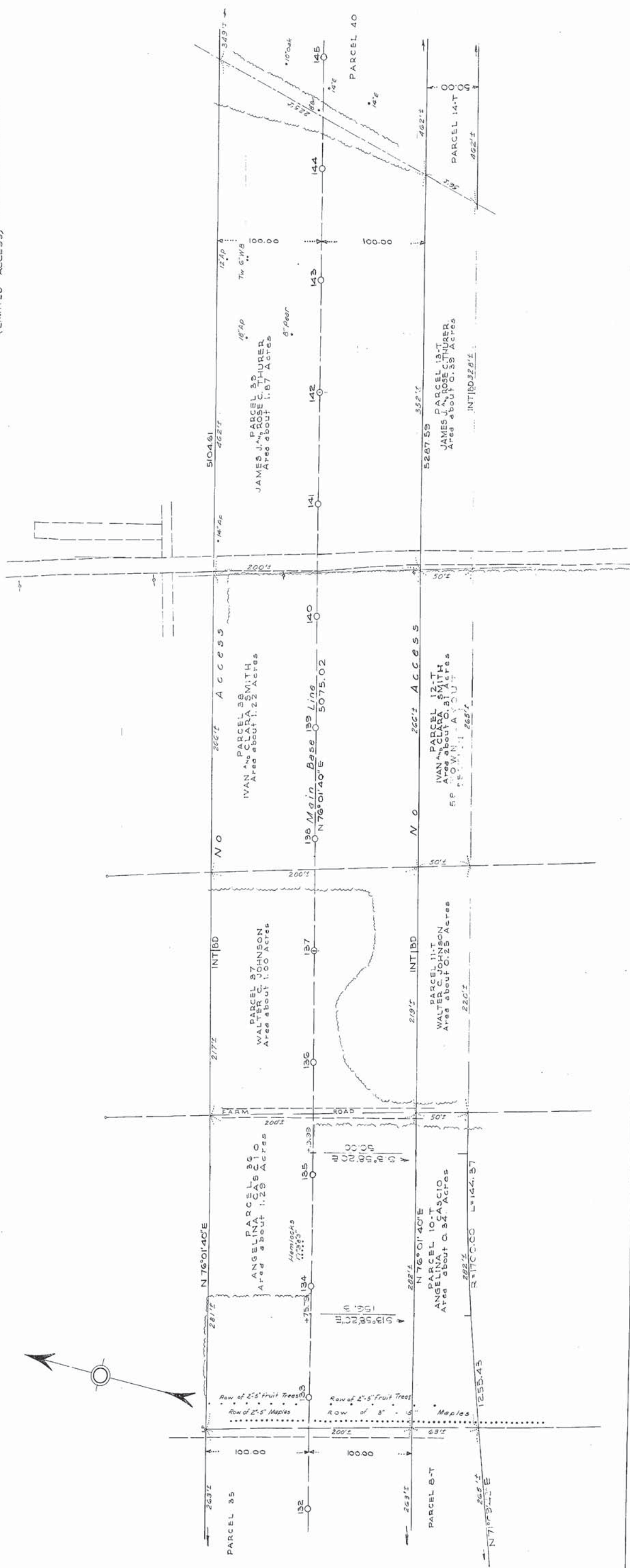
PARCEL 23
NICHOLAS A. & STELLA K. LONGHI
Area about 5.17 Acres

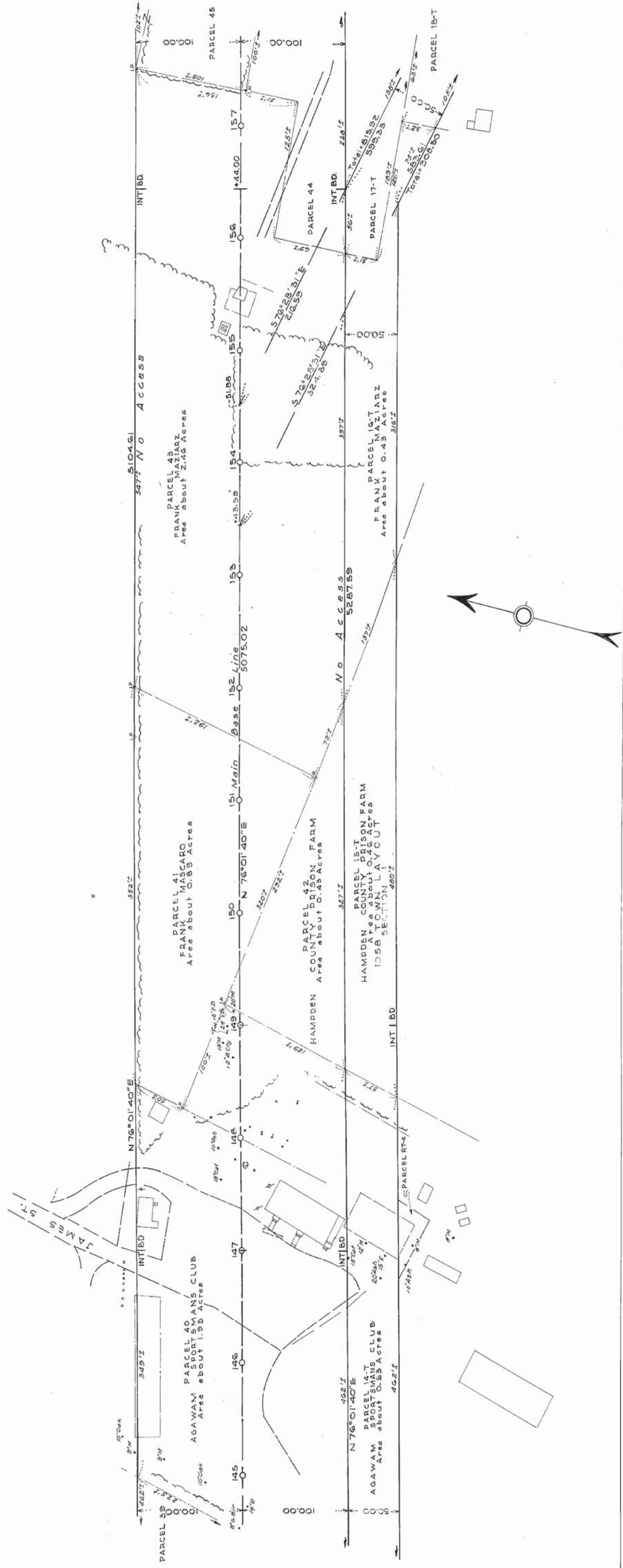
N 76° 01' 40" E
5287.59

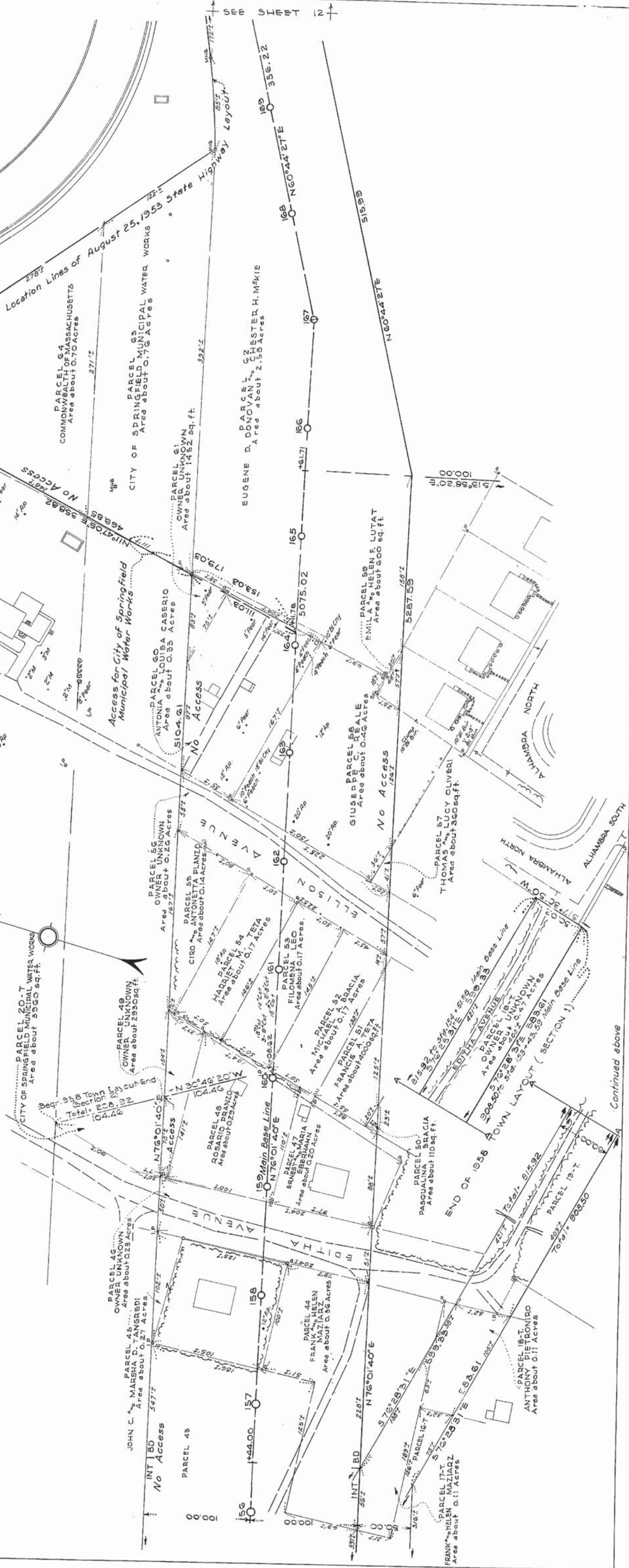


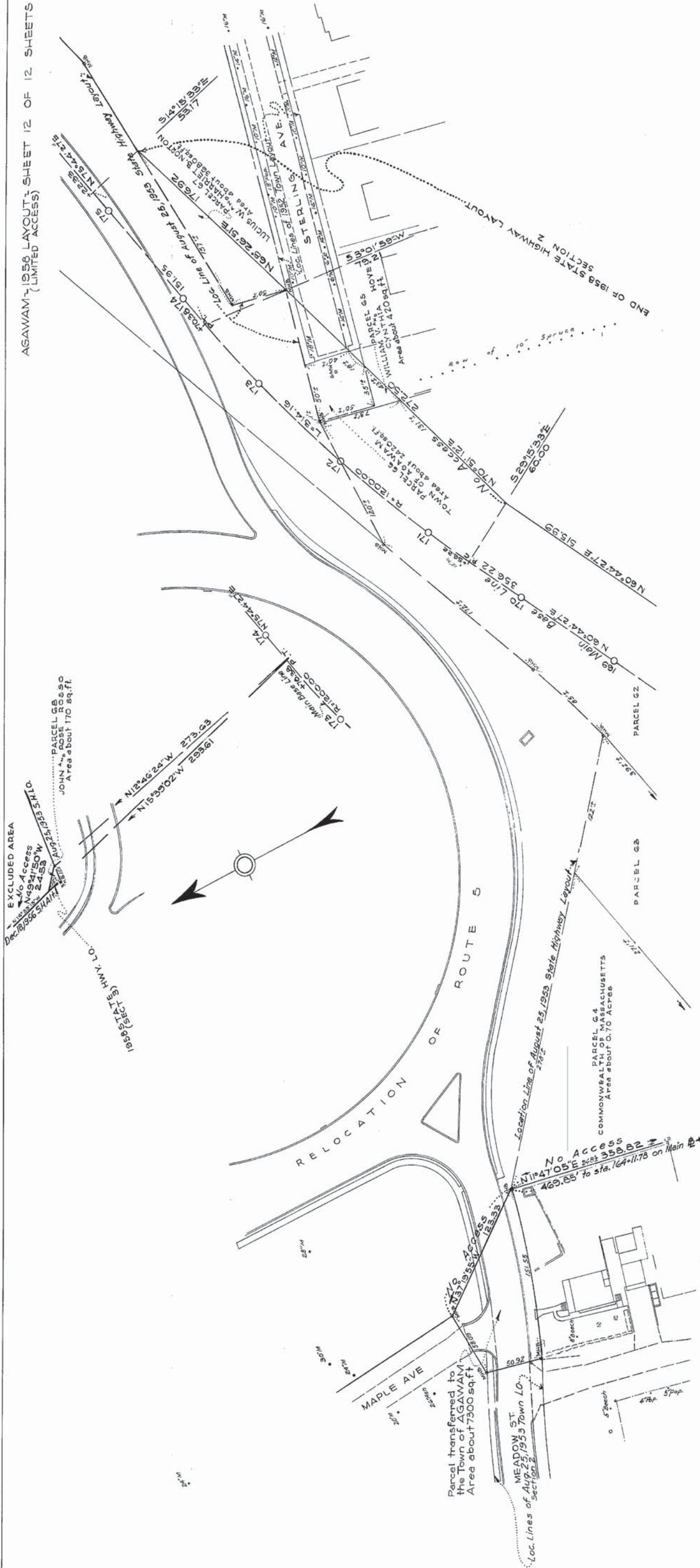














Agawam

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

February 17, 1958

*Filed
February 25/58*

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated February 11, 1958, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Agawam, and has laid out two sections of highway in behalf of the Town of Agawam, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway and the laying out of said sections of highway in behalf of the Town of Agawam, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

May E. McMoran

Secretary

H-egc
Enc.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 4635
and Order of Taking.

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on August 15, 1957 as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the town of Agawam, County of Hampden. The layout is made in three sections; the first and second sections together consist of establishing a new State highway location for a relocation of Route 57, so called, and of re-establishing with limited access provisions, a portion of the State highway location on Main Street, so called, laid out on June 30, 1925; the first section beginning about 2700 feet westerly of a point on said Main Street about 600 feet southerly of the junction therewith of Meadow Street, so called, and extending thence easterly to the westerly side of said State highway layout on Main Street; the second section beginning on the easterly side of said State highway location on Main Street and extending thence easterly about 7000 feet to the westerly location line of the August 25, 1953 State highway layout (Layout No. 4068) for a Relocation of Route 5; and the third section comprises a widening of a portion of said August 25, 1953 State highway layout at the southwesterly corner of the "Excluded Area" contained in said layout as altered December 18, 1956 (Layout No. 4519); said State highway hereby laid out also consists of establishing a revised westerly location line of said August 25, 1953 State highway layout to conform to the northeasterly boundary of a parcel of land no longer needed for State highway purposes, which is hereby transferred to the control of the Town of Agawam; said three sections of State highway layout and said land hereby transferred are more fully described as follows:

The main baseline of location is that of a survey made by engineers of the Department and begins at a point about 2700 feet westerly of Main Street shown on plan as station 72+79.98, and extends thence, south 87° 49' 30" east, 3781.26 feet; thence by a curve to the left of 2000.34 feet radius, 563.74 feet; thence north 76° 01' 40" east, 5075.02 feet; thence north 60° 44' 27" east, 356.22 feet; thence by a curve to the right of 1200.00 feet radius, 314.16 feet; thence north 75° 44' 27" east, 151.95 feet to the point of ending thereof in the existing roadway of the southeast ramp of the aforesaid August 25,

1953 State highway layout, said point being shown on plan as station 175+22.33.

An auxiliary baseline "A" on Main Street is a portion of the baseline of location used for the aforesaid June 30, 1925 State highway layout as re-established for this layout and begins at a point thereon shown on plan as station 55+20.60 and extends thence south $1^{\circ} 35' 35''$ east, (would be south $8^{\circ} 15' 30''$ west if referred to the system of bearings used for said 1925 layout) 172.77 feet; thence south $2^{\circ} 41' 30''$ west, 1722.72 feet to the point of ending thereof, shown on plan as station 74+16.09=74+14.97 (1925).

NOTE: Station 65+69.32 of auxiliary baseline "A" is identical with station 100 of the main baseline hereinbefore described.

An auxiliary baseline "B" begins at a point in the existing roadway of Corey Street, so called, about 70 feet northerly of the junction therewith of Edward Street, so called, said point being shown on plan as station 12 and extends thence north $2^{\circ} 53' 05''$ west, 638.79 feet; thence by a curve to the right of 320.00 feet radius, 425.63 feet to a point shown on plan as station 1+35.58 for the line back and as station 20 for the line ahead; thence north $73^{\circ} 19' 28''$ east, 398.22 feet; thence north $71^{\circ} 09' 43''$ east, 380.49 feet to the point of ending thereof, shown on plan as station 27+78.71, said point bearing south $18^{\circ} 50' 17''$ east and being 206.14 feet distant from station 124+84.87 of the main baseline hereinbefore described.

The northerly location line of the first section of State highway hereby laid out begins at a point bearing north $12^{\circ} 12' 19''$ east and 101.55 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 72+79.98 and extends thence easterly, parallel to said main baseline and 100.00 feet distant therefrom to a point bearing north $2^{\circ} 10' 30''$ east and 100.00 feet distant from station 94+59.72 of said main baseline; thence north $2^{\circ} 10' 30''$ east, 185.11 feet to a point bearing north $2^{\circ} 10' 30''$ east and 285.11 feet distant from said station 94+59.72; thence by a curve to the right of 270.00 feet radius, 426.55 feet to a point bearing north $87^{\circ} 18' 30''$ west and 272.84 feet distant from station 60+16.66 of auxiliary baseline "A", hereinbefore described; thence south $87^{\circ} 18' 30''$ east, 214.84 feet to a point bearing north $87^{\circ} 18' 30''$ west and 58.00 feet distant from said station 60+16.66; thence north $2^{\circ} 41' 30''$ east, 380.00 feet to a point bearing south $70^{\circ} 16' 49''$ west and 56.40 feet distant from station 56+14.94 of said auxiliary baseline "A"; thence north $39^{\circ} 09' 35''$ west, 15.31 feet to a point bearing south $83^{\circ} 29' 25''$ west and 63.17 feet distant from said station 56+14.94; thence north $13^{\circ} 45' 40''$ east

53.31 feet to a point bearing south $83^{\circ} 29' 25''$ west and 49.00 feet distant from station 55+64.75 of said auxiliary baseline "A"; thence north $47^{\circ} 55' 26''$ east, 18.48 feet to a point on the westerly location line of the aforesaid June 30, 1925 State highway layout on Main Street bearing north $78^{\circ} 57' 11''$ west and 35.63 feet distant from said station 55+64.75; thence north $1^{\circ} 27' 11''$ east, following said State highway location line as hereby re-established, 36.40 feet to a point at the end of the first section bearing south $88^{\circ} 24' 25''$ west and 32.83 feet distant from the point of beginning of said auxiliary baseline "A", shown on plan as station 55+20.60.

The southerly location line of the first section of State highway hereby laid out begins at a point bearing south $12^{\circ} 12' 19''$ west and 101.55 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 72+79.98 and extends thence easterly parallel to said main baseline and 100.00 feet distant therefrom to a point bearing south $2^{\circ} 10' 30''$ west and 100.00 feet distant from station 92+82.15 of said main baseline; thence south $2^{\circ} 10' 30''$ west, 264.37 feet to a point bearing south $2^{\circ} 10' 30''$ west and 364.37 feet distant from said station 92+82.15; thence by a curve to the left of 300.00 feet radius, 512.11 feet to a point bearing south $84^{\circ} 22' 10''$ west and 375.07 feet distant from station 71+80.00 of auxiliary baseline "A" hereinbefore described; thence north $84^{\circ} 22' 10''$ east, 315.00 feet to a point bearing south $84^{\circ} 22' 10''$ west and 60.07 feet distant from said station 71+80.00; thence south $1^{\circ} 30' 40''$ west, 178.84 feet to a point on the westerly location line of the aforesaid June 30, 1925 State highway layout on Main Street bearing north $87^{\circ} 18' 30''$ west and 55.75 feet distant from station 73+67.50 of said auxiliary baseline "A"; thence following said State highway location line as hereby re-established, south $3^{\circ} 59' 20''$ west 47.83 feet to a point at the end of the first section bearing north $86^{\circ} 31' 30''$ west and 56.84 feet distant from the point of ending of said auxiliary baseline "A", shown on plan as station 74+16.09.

The westerly end of the first section of State highway hereby laid out is defined by a line bearing south $12^{\circ} 12' 19''$ west and 203.10 feet in length extending between the points of beginning of the northerly and southerly location lines hereinbefore described.

The northerly location line of the second section of State highway hereby laid out begins at a point on the easterly location line of the aforesaid June 30, 1925 State highway layout on Main Street bearing north $82^{\circ} 30' 09''$ east and 55.99 feet distant from station 59+29.90 of said auxiliary baseline "A"; and extends thence leaving said State highway location line south $54^{\circ} 27' 08''$ east, 18.26 feet to a point bearing south $87^{\circ} 18' 30''$ east and 70.44 feet distant from said station 59+29.90; thence south $2^{\circ} 41' 30''$ west, 50.00 feet to a point bearing south $87^{\circ} 18' 30''$ east and 70.44 feet distant from station 59+79.90 of said auxiliary baseline "A"; thence south $35^{\circ} 07' 07''$ west, 15.22 feet to a point bearing south $75^{\circ} 39' 08''$ east and 63.59 feet distant from said station 59+79.90; thence south $5^{\circ} 26' 15''$ east, 259.51 feet to a point bearing south $87^{\circ} 18' 30''$ east and 95.55 feet distant from station 62+46.68 of said auxiliary baseline "A"; thence by a curve to the left of 191.00 feet radius, 227.74 feet to a point bearing north $2^{\circ} 10' 30''$ east and 161.80 feet distant from station 102+41.34 of the aforesaid main baseline; thence south $73^{\circ} 45' 18''$ east, 254.20 feet to a point bearing north $2^{\circ} 10' 30''$ east and 100.00 feet distant from station 104+87.91 of said main baseline; thence south $87^{\circ} 49' 30''$ east, 842.89 feet to a point bearing north $5^{\circ} 53' 55''$ west and 80.98 feet distant from station 113+43.11 of said main baseline; thence north $76^{\circ} 01' 40''$ east, 5104.61 feet to a point bearing north $11^{\circ} 47' 05''$ east and 111.03 feet distant from station 164+11.78 of said main baseline; thence north $11^{\circ} 47' 05''$ east, 358.82 feet to a point on the westerly location line of the aforesaid August 25, 1953 State highway layout bearing north $11^{\circ} 47' 05''$ east and 469.85 feet distant from said station 164+11.78; thence extending north $37^{\circ} 19' 55''$ west within the location of said 1953 State highway layout, 123.33 feet to a point at the end of the second section, again on the westerly location line of said State highway layout, as shown on plan; said last described course establishes a revised westerly location line of said 1953 layout as aforesaid.

The southerly location line of the second section of State highway hereby laid out begins at a point on the easterly location line of the aforesaid June 30, 1925 State highway layout on Main Street bearing south $86^{\circ} 31' 30''$ east and 48.56 feet distant from the point of ending of auxiliary baseline "A", hereinbefore described, shown on plan as station 74+16.09 and extends thence following said State highway location line as hereby re-established north $3^{\circ} 12' 30''$ east, 395.00 feet to a point bearing south $87^{\circ} 18' 30''$ east and 52.12 feet distant from station 70+21.77 of said auxiliary baseline "A"; thence leaving said State highway location line and extending north $35^{\circ} 06' 04''$ east, 148.59 feet to a point bearing

south $87^{\circ} 18' 30''$ east and 131.77 feet distant from station 68+96.33 of said auxiliary baseline "A"; thence by a curve to the right of 240.00 feet radius 213.99 feet to a point bearing south $2^{\circ} 10' 30''$ west and 219.94 feet distant from station 103+05.21 of the main baseline hereinbefore described; thence north $86^{\circ} 11' 12''$ east, 1008.63 feet to a point bearing south $4^{\circ} 29' 19''$ east and 129.10 feet distant from station 112+93.88 of said main baseline; thence north $76^{\circ} 01' 40''$ east, 5287.59 feet to a point bearing south $13^{\circ} 58' 20''$ east and 100.00 feet distant from station 165+61.71 of said main baseline; thence north $60^{\circ} 44' 27''$ east, 515.99 feet to a point bearing south $29^{\circ} 15' 33''$ east and 60.00 feet distant from station 170+56.22 of said main baseline; thence north $70^{\circ} 51' 12''$ east, 272.50 feet to a point on the westerly location line of the aforesaid August 25, 1953 State highway layout bearing south $3^{\circ} 01' 59''$ west and being 79.21 feet distant from station 173+70.38 of said main baseline; thence, leaving said State highway location line and extending north $68^{\circ} 26' 51''$ east, 176.92 feet to a point at the end of this section, again on said State highway location line, said point bearing south $14^{\circ} 15' 33''$ east and being 53.17 feet distant from the point of ending of said main baseline, shown on plan as station 175+22.33.

The third section of State highway hereby laid out begins at a point on the southerly boundary line of the "Excluded Area" of the aforesaid August 25, 1953 State highway layout, said point bearing north $12^{\circ} 46' 24''$ west and being 273.63 feet distant from station 173+70.38 of the main baseline hereinbefore described and extends thence, leaving said boundary line, north $49^{\circ} 41' 50''$ west 24.53 feet to a point at the end of the third section on the location line defining the aforesaid December 18, 1956 State highway alteration bearing north $15^{\circ} 39' 02''$ west and being 293.61 feet distant from said station 173+70.38.

The location lines of the three sections of State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending of each section thereof and at intermediate points as follows: on both location lines of the first section opposite stations 80 and 87 of the main baseline hereinbefore described; and on both location lines of the second section opposite stations 120, 128, 137, 147 and 156+44.00 of said main baseline.

The right of access to and egress from the State highway location is limited, being allowed across the location lines of the three sections thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed.

(a). Across the line defining the westerly end of the first section thereof, hereinbefore described.

(b). Between a point on the northerly location line of the first section thereof, opposite Station 59+53 of auxiliary baseline "A", hereinbefore described, and a point thereon marking the point of ending thereof, hereinbefore described.

(c). Between a point on the northerly location line of the second section thereof, marking the point of beginning thereof and a point thereon bearing south $75^{\circ} 39' 08''$ east and 63.59 feet distant from Station 59+79.90 of the aforesaid auxiliary baseline "A"; and between a point thereon bearing north $30^{\circ} 46' 20''$ west and 104.46 feet distant from Station 160+08.62 of the main baseline hereinbefore described and a point thereon 75 feet distant westerly from the last described point.

(d). Between a point on the southerly location line of the first section thereof, opposite and 56.42 feet distant from Station 73+35 of the aforesaid auxiliary baseline "A" and a point thereon marking the point of ending thereof, hereinbefore described.

(e). Between a point on the southerly location line of the second section thereof marking the point of beginning thereof and a point thereon bearing south $87^{\circ} 18' 30''$ east and 51.01 feet distant from Station 71+45.00 of the aforesaid auxiliary baseline "A".

2. The limited access provisions of the aforesaid August 25, 1953 State highway layout are hereby voided insofar as they apply to the westerly location line thereof between a point thereon bearing north $11^{\circ} 47' 05''$ east and 469.85 feet distant from station 164+11.78 of the main baseline hereinbefore described and a point thereon marking the point of ending of the southerly location line of the second section of the State highway layout hereinbefore described and also between

points on the boundary line of the "Excluded Area" thereof, as altered by the aforesaid December 18, 1956 State highway layout, marking the points of beginning and ending of the third section of the State highway layout hereinbefore described.

3. Access to and egress from the State highway location is allowed the City of Springfield Municipal Water Works, its successors and/or assigns, across the northerly location line of the first section of the State highway layout hereinbefore described; between points thereon bearing north $2^{\circ} 10' 30''$ east and 135.00 feet and 160.00 feet distant respectively from station 94+59.72 of the main baseline hereinbefore described; and across the northerly location line of the second section of said layout between a point thereon bearing north $2^{\circ} 10' 30''$ east and 161.80 feet distant from station 102+41.34 of said main baseline and a point thereon 110 feet distant easterly from the last described point, and between points thereon bearing north $11^{\circ} 47' 05''$ east and 153.03 feet and 179.03 feet distant respectively from station 164+11.78 of said main baseline.

4. Access to and egress from said State highway location is allowed the owners of public utility structures crossing the limited access location lines of the first and second sections thereof, for the purpose of patrolling and maintaining said structures but only at the minimum widths necessary to effect said purposes.

The foregoing access-egress items, with the exception of Items 2 and 4 are indicated on the plan hereinafter referred to.

The aforesaid parcel of land which is hereby transferred to the control of the Town of Agawam comprises a portion of the aforesaid August 25, 1953 State highway location lying southwesterly of a revised westerly location line of a portion of said layout as established by the line defining the last course of the northerly location line of the second section of State highway layout, hereinbefore described, bounded as follows: Northerly by said northerly location line 123.33 feet; southerly by land now or formerly of A. W. Oliveri 151.55 feet; and westerly and northerly by the second section of highway laid out in behalf of the town of Agawam August 25, 1953, 50.92 feet and 58.09 feet respectively; containing about 7300 square feet; said parcel of land, comprising portions of Parcels 22, 45 and 46 of the Order of Layout and Taking No. 4068, dated August 25, 1953, is hereby transferred to the control of the Town of

Agawam under provisions of Chapter 556 of the Acts of 1952, and is more particularly shown on the plan hereinafter referred to.

In connection with the laying out of the State highway as hereinbefore described, it is necessary to lay out two sections of highway in behalf of the Town of Agawam, and said sections of highway are hereby so laid out under provisions of Chapter 448 of the Acts of 1948, being described as follows:

SECTION 1

The first section of highway hereby laid out in behalf of the Town of Agawam comprises the establishment of a service road, which in part adjoins the southerly location line of the second section of said State highway layout beginning at the northerly end of Corey Street and extending northerly northwesterly and easterly to Alhambra North, so called, being more fully described as follows:

The westerly-northerly location line of the first section of highway hereby laid out in behalf of the Town of Agawam begins at a point on the existing westerly street line of Corey Street, bearing south $87^{\circ} 06' 55''$ west and 30.00 feet distant from the point of beginning of auxiliary baseline "B" hereinbefore described, shown on plan as station 12 and extends thence, north $2^{\circ} 53' 05''$ west, in part following said street line 400.00 feet to a point bearing south $87^{\circ} 06' 55''$ west and 30.00 feet distant from station 8 of said auxiliary baseline "B"; thence north $87^{\circ} 06' 55''$ east, 5.00 feet to a point bearing south $87^{\circ} 06' 55''$ west and 25.00 feet distant from said station 8; thence northerly to northeasterly and easterly parallel to said auxiliary baseline "B" and 25.00 feet distant therefrom to a point bearing north $18^{\circ} 50' 17''$ west and 25.00 feet distant from the point of ending of auxiliary baseline "B", hereinbefore described, shown on plan as station 27+78.71; thence south $18^{\circ} 50' 17''$ east, 10.00 feet to a point bearing north $18^{\circ} 50' 17''$ west and 15.00 feet distant from said station 27+78.71; thence north $71^{\circ} 09' 43''$ east, 300.00 feet to a point bearing south $13^{\circ} 58' 20''$ east and 165.00 feet distant from station 128 of the main baseline hereinbefore described; thence north $13^{\circ} 58' 20''$ west 65.00 feet to a point on the southerly location line of the second section of the State highway layout hereinbefore described; said point bearing south $13^{\circ} 58' 20''$ east and being 100.00 feet distant from said station 128; thence easterly following said State highway location line to a point thereon bearing south $76^{\circ} 28' 31''$ east and 216.59 feet distant from station 154+51.88 of said main baseline; thence, leaving said State highway location line and extend---

ing south $76^{\circ} 28' 31''$ east, 599.33 feet to a point at the end of this section on the existing westerly street line of the aforesaid Alhambra North bearing south $76^{\circ} 28' 31''$ east and 815.92 feet distant from said station 154+51.88.

The easterly-southerly location line of the first section of highway hereby laid out in behalf of the Town of Agawam begins at a point on the existing easterly street line of Corey Street bearing north $87^{\circ} 06' 55''$ east and 30.00 feet distant from the point of beginning of auxiliary baseline "B", hereinbefore described, shown on plan as station 12 and extends thence, north $2^{\circ} 53' 05''$ west in part following said street line 400.00 feet to a point bearing north $87^{\circ} 06' 55''$ east and 30.00 feet distant from station 8 of said auxiliary baseline "B"; thence south $87^{\circ} 06' 55''$ west, 5.00 feet to a point bearing north $87^{\circ} 06' 55''$ east and 25.00 feet distant from said station 8; thence northerly to northeasterly and easterly parallel to said auxiliary baseline "B" and 25.00 feet distant therefrom to a point bearing south $17^{\circ} 45' 25''$ east and 25.00 feet distant from station 23+98.22 of said auxiliary baseline "B"; thence north $71^{\circ} 09' 43''$ east, 1255.43 feet to a point bearing south $13^{\circ} 58' 20''$ east and 156.13 feet distant from station 133+75.79 of the main baseline hereinbefore described; thence by a curve to the right of 1700.00 feet radius, 144.37 feet to a point bearing south $13^{\circ} 58' 20''$ east, and 150.00 feet distant from station 135+19.99 of said main baseline; thence easterly parallel to said main baseline and 150.00 feet distant therefrom to a point bearing south $76^{\circ} 28' 31''$ east and 324.89 feet distant from station 153+43.59 of said main baseline; thence south $76^{\circ} 28' 31''$ east, 583.61 feet to a point at the end of this section, at the point of junction of the existing westerly street line of Alhambra North and the existing southerly street line of Alhambra South bearing south $76^{\circ} 28' 31''$ east and 908.50 feet distant from said station 153+43.59.

The easterly end of the first section of highway hereby laid out in behalf of the Town of Agawam is defined by a line bearing south $17^{\circ} 30' 50''$ west and 50.02 feet in length, extending between the points of ending of the westerly-northerly and easterly-southerly location lines hereinbefore described.

SECTION 2

The second section of highway hereby laid out in behalf of the Town of Agawam comprises a widening of a portion of Editha Avenue, so called, on the easterly side thereof and adjoins the northerly location line of the second section of State highway layout hereinbefore described being more fully described as follows:

The location line of the second section of highway hereby laid out in behalf of the Town of Agawam begins at a point on the easterly street line of said Editha Avenue bearing north $30^{\circ}46'20''$ west and 208.92 feet distant from station 160+08.62 of the main baseline hereinbefore described, and extends thence, leaving said street line, south $30^{\circ}46'20''$ east, 104.46 feet to the point of ending thereof, on the northerly location line of the second section of the aforesaid State highway layout, said point bearing north $30^{\circ}46'20''$ west and being 104.46 feet distant from said station 160+08.62.

The location lines of the two sections of highway laid out in behalf of the Town of Agawam as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof and at intermediate points on the easterly-southerly location line of the first section of town highway opposite station 27+78.71 of the aforesaid auxiliary baseline "B" and opposite stations 142 and 149 of the aforesaid main baseline.

In connection with the construction of the State highway in the location hereinbefore described it is necessary to take easements in the parcels of land hereinafter described as Parcels D-1 and D-2; said easements are hereby taken and consist of the right to enter upon said land at any time to construct thereon drainage structures and/or ditches, together with the right to maintain and use said drainage structures and/or ditches for the purpose of draining and maintaining said State highway.

Parcels D-1 and D-2 together comprise a strip of land 25 feet in width extending between the northerly location line of the second section of the State highway layout, hereinbefore described, and the existing southerly street line of Meadow Street, as shown on plan, at about station 113 of the main baseline hereinbefore described; said parcels being described as follows:

Parcel D-1. A parcel of land supposed to be owned by the City of Springfield Municipal Water Works bounded southerly by the second section of State highway layout, hereinbefore described, about 25 feet; westerly by other land of said Municipal Water Works about 100 feet; northerly by land now or formerly of Marie De Palma about 25 feet; and easterly by other land of said Municipal Water Works about 100 feet; containing about 2500 square feet.

Parcel D-2. A parcel of land supposed to be owned by Marie De Palma bounded easterly by other land of said De Palma about 362 feet; southerly by land now or formerly of the City of Springfield Municipal Water Works about 25 feet; westerly by land now or formerly of William E. and Mary E. Brown about 358 feet; and northerly by Meadow Street about 25 feet; containing about 0.21 acres.

Easements are hereby taken in the parcels of land hereinafter described as Parcels RT-1 to RT-4 inclusive. Said easements are necessary for the purpose of removing or demolishing structures or portions of structures which are located partly within the limits of the State highway location hereinbefore described and consist of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures now located thereon. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose has been accomplished.

Parcel RT-1. A parcel of land supposed to be owned by Clarence G. and Mary M. Grant adjoining the northerly location line of the second section of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: About opposite Station 61+29 of auxiliary base line "A", hereinbefore described, and on said location line; about opposite Station 61+30 of said auxiliary base line "A" and 60 feet from said location line; about opposite Station 62+06 of said auxiliary base line "A" and 50 feet from said location line; and about opposite said Station 62+06 and on said location line.

Parcel RT-2. A parcel of land supposed to be owned by John and Clara J. McVeigh adjoining the northerly location line of the second section of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite Station 62+30 of auxiliary base line "A", hereinbefore described, and on said location line; opposite said Station 62+30 and 117 feet from said location line; opposite Station 63 of said auxiliary base line "A" and 100 feet from said location line; and opposite said Station 63 and on said location line.

Parcel RT-3. A parcel of land supposed to be owned by Marion F. and Irene E. Fitzgerald adjoining the southerly location line of the second section of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite Station 69+15 of auxiliary base line "A", hereinbefore

described, and on said location line; opposite said Station 69+15 and 40 feet from said location line; opposite Station 70 of said auxiliary base line "A" and 105 feet from said location line; and opposite said Station 70 and on said location line.

Parcel RT-4. A parcel of land supposed to be owned by the Agawam Sportsmans Club adjoining the southerly location line of the first section of highway laid out in behalf of the Town of Agawam, hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite Station 146+75 of the main base line hereinbefore described and on said location line; opposite Station 147+27 of said main base line and 30 feet from said location line; and opposite Station 147+45 of said main base line and on said location line.

The locations of the above-described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the Town of Agawam, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 68 inclusive shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, gas, sewage, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description and further excepting from the rights herein taken, the right of the City of Springfield Municipal Water Works to construct, maintain and use water mains and other necessary appurtenant structures in those portions of land hereby taken in fee, now owned by said Municipal Water Works, which are included within the location of the State highway layout, hereinbefore described.

The right of access to and egress from the existing location of Main Street is hereby taken from owners of abutting land in the location indicated on the plan hereinafter referred to as Parcel AT-1; the names of the supposed owners of said land being set forth in the schedule of awards, hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of Town highway above described, the Department of Public Works, on behalf of the Town of Agawam, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956 Parcels 1-T to 20-T inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the Town of Agawam, County of Hampden excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

The State highway hereby laid out, the sections of town highway hereby laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Laid out as a State Highway by the Department of Public Works February 11, 1958 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Albert J. and Jennie M. Christopher	18.21 acres	\$1.00
2	City of Springfield Municipal Water Works	1.16 acres	1.00
3	Albert J. and Jennie M. Christopher	1.02 acres	1.00
4	Lauriente Nurseries Inc.	2.84 acres	1.00
5	Adelard H. and Marie Paule S. Pelletier	3000 sq.ft.	1.00
6	Adwilda M. Corriveau	1900 sq.ft.	1.00
7	Owner Unknown (Harvey Johnson Drive)	1000 sq.ft.	1.00
8	Albert T. and Alta T. Corliss	85 sq.ft.	1.00
9	Stanley F. and Carmela N. Backiel	65 sq.ft.	1.00
10	Owner Unknown (Meadow Street)	660 sq.ft.	1.00
11	Christina Grimaldi	450 sq.ft.	1.00
12	Mary M. Knapik	1100 sq.ft.	1.00
13	Clarence G. and Mary M. Grant	2100 sq.ft.	1.00
14	John and Clara J. McVeigh	0.21 acres	1.00
15	City of Springfield Municipal Water Works	0.55 acres	1.00
16	Lyman T. and Doris M. Hastings	0.48 acres	1.00
17	Elton D. and Alice M. Cleary	2.71 acres	1.00
18	Carlo V. and Irma Casella	0.38 acres	1.00
19	Marion F., and Irene E. Fitzgerald	0.30 acres	1.00
20	Elmer M. and Gertrude J. Fleming	0.34 acres	1.00
21	Philip and Ruth A. Nassif	1.83 acres	1.00
22	John and Clara J. McVeigh	3.06 acres	1.00
23	Nicholas A. Longhi Jr. and Stella K. Longhi	5.17 acres	1.00
24	Fréd E. Smith	1.89 acres	1.00
25	Ernest J. and Helen L. Rutherford	0.16 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
26	Gaetano Mazza	0.23 acres	1.00
27	Rosario Cordi	3300 sq.ft.	1.00
28	Owner Unknown (Meadow Ave.)	0.23 acres	1.00
29	City of Springfield Municipal Water Works	220 sq.ft.	1.00
30	Springfield Management Corp.	0.11 acres	1.00
31	Carlo Mercieri	0.11 acres	1.00
32	Carmela Petrone	0.11 acres	1.00
33	Joseph P. Brown, Jr.	0.11 acres	1.00
34	Charles A. and Catherine B. Lane	1.11 acres	1.00
35	Cosmo and Jennie Bagetta	1.21 acres	1.00
36	Angelina Cascio	1.29 acres	1.00
37	Walter C. Johnson	1.00 acres	1.00
38	Ivan and Clara Smith	1.22 acres	1.00
39	James J. and Rose C. Thurer	1.87 acres	1.00
40	Agawam Sportsmans Club	1.95 acres	1.00
41	Frank Mascaro	0.89 acres	1.00
42	Hampden County Prison Farm	0.43 acres	1.00
43	Frank Maziarz	2.46 acres	1.00
44	Frank and Helen Maziarz	0.36 acres	1.00
45	John C. and Marsha D. Tangredi	0.27 acres	1.00
46	Owner Unknown (Editha Ave.)	0.23 acres	1.00
47	Ernest and Maria Eberhahn	0.20 acres	1.00
48	Rosario Pranzo	0.29 acres	1.00
49	Owner Unknown	2930 sq.ft.	1.00
50	Pasqualina Bracia	110 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
51	Francis A. Teta	4000 sq.ft.	1.00
52	Michael A. Bracia	0.17 acres	1.00
53	Filomena Leo	0.17 acres	1.00
54	Harriet M. Teta	0.17 acres	1.00
55	Ciro and Antonetta Planzo	0.14 acres	1.00
56	Owner Unknown (Ellison Ave.)	0.26 acres	1.00
57	Thomas and Lucy Oliveri	360 sq.ft.	1.00
58	Giuseppe C. Reale	0.46 acres	1.00
59	Emil A. and Helen F. Lutat	600 sq.ft.	1.00
60	Antonia and Louisa Caserio	0.33 acres	1.00
61	Owner Unknow	1452 sq.ft.	1.00
62	Eugene D. Donovan and Chester H. McKie	2.58 acres	1.00
63	City of Springfield Municipal Water Works	0.76 acres	1.00
64	Commonwealth of Massachusetts	0.70 acres	
65	William V. and Cynthia Hoyer	420 sq.ft.	1.00
66	Town of Agawam	2420 sq.ft.	1.00
67	Lucius W. and Harriet B. Norton	3680 sq.ft.	1.00
68	John and Rose Rosso	170 sq.ft.	1.00
AT-1	Marion F. and Irene E. Fitzgerald		1.00
1-T	Owner Unknown (Corey St.)	600 sq.ft.	1.00
2-T	Stanley and Helen C. Pieczarka	2.22 acres	1.00
3-T	Rosario Cordi	730 sq.ft.	1.00
4-T	Fred E. Smith	3000 sq.ft.	1.00
5-T	Owner Unknown (Meadow Ave.)	2000 sq.ft.	1.00
6-T	Sigmund B. and Angela A. Cibrowski	1200 sq.ft.	1.00
7-T	Stanley and Helen C. Pieczarka	2700 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
8-T	Cosmo and Jennie Bagetta	0.45 acres	1.00
9-T	Charles A. and Catherine B. Lane	0.47 acres	1.00
10-T	Angelina Cascio	0.34 acres	1.00
11-T	Walter C. Johnson	0.25 acres	1.00
12-T	Ivan and Clara Smith	0.31 acres	1.00
13-T	James J. and Rose C. Thurer	0.39 acres	1.00
14-T	Agawam Sportmans Club	0.53 acres	1.00
15-T	Hampden County Prison Farm	0.46 acres	1.00
16-T	Frank Maziarz	0.43 acres	1.00
17-T	Frank and Helen Maziarz	0.11 acres	1.00
18-T	Anthony Pietroniro	0.11 acres	1.00
19-T	Owner Unknown (Editha Ave.)	0.47 acres	1.00
20-T	City of Springfield Municipal Water Works	3960 sq.ft.	1.00
D-1	City of Springfield Municipal Water Works	2500 sq.ft.	1.00
D-2	Marie DePalma	0.21 acres	1.00
RT-1	Clarence G. and Mary M. Grant		1.00
RT-2	John and Clara J. McVeigh		1.00
RT-3	Marion F. and Irene E. Fitzgerald		1.00
RT-4	Agawam Sportsmans Club		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted, That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the

members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town in which said ways are located, certified copies of said plan, and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of town way in accordance with said plan.

Dated at Boston this eleventh day of February, 1958.

A. N. DiNatale

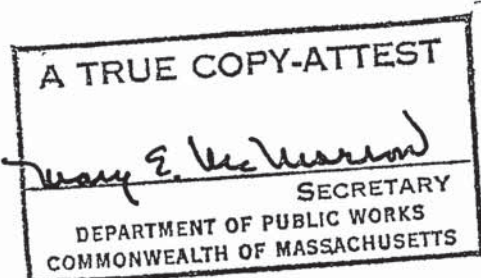
Fred B. Dole

Lewis J. Fritz

) Department

) of

) Public Works



1960

Agawam



STATE LAYOUT PLAN # 4949
Route 57 Suffield St. to layout #4635

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 75 PAGE 54-66.

INDEXING

STATE LAYOUT PLAN # 4949

- Image Info SH50005 Agawam
- Image Info SH50005 Anthony Street
- Image Info SH50005 Center Street
- Image Info SH50005 Route 57
- Image Info SH50005 Samuel Street
- Image Info SH50005 Suffield Street
- Image Info SH50005 Woodside Street



Commonwealth of Massachusetts
Hampden Co.
Filed - April 18 1960
Attest Edward G. Sullivan
Clerk.



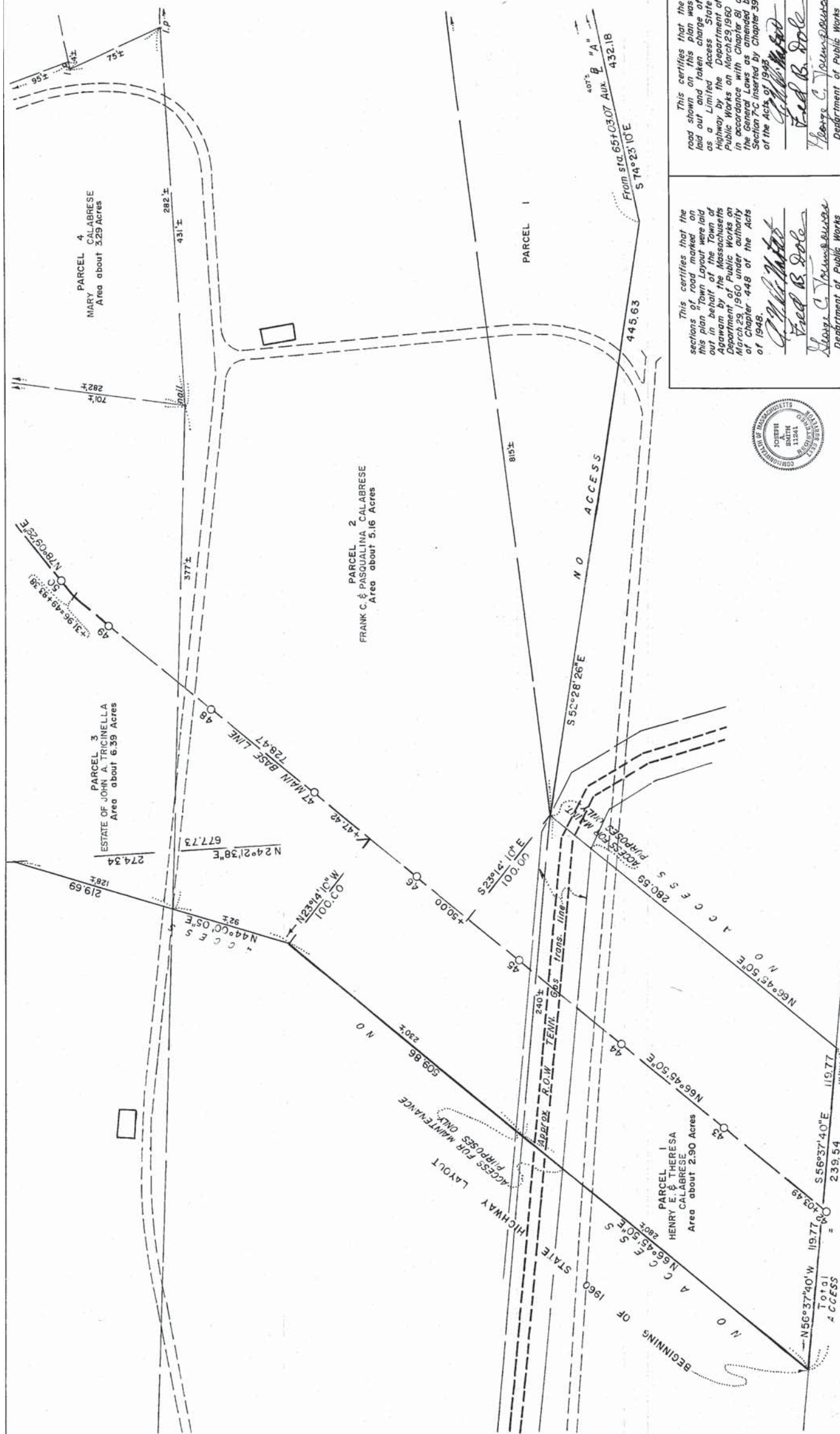
The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
AGAWAM
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
MARCH 29, 1960
Scale: 40 feet to the inch
P. J. McCarry
Chief Engineer

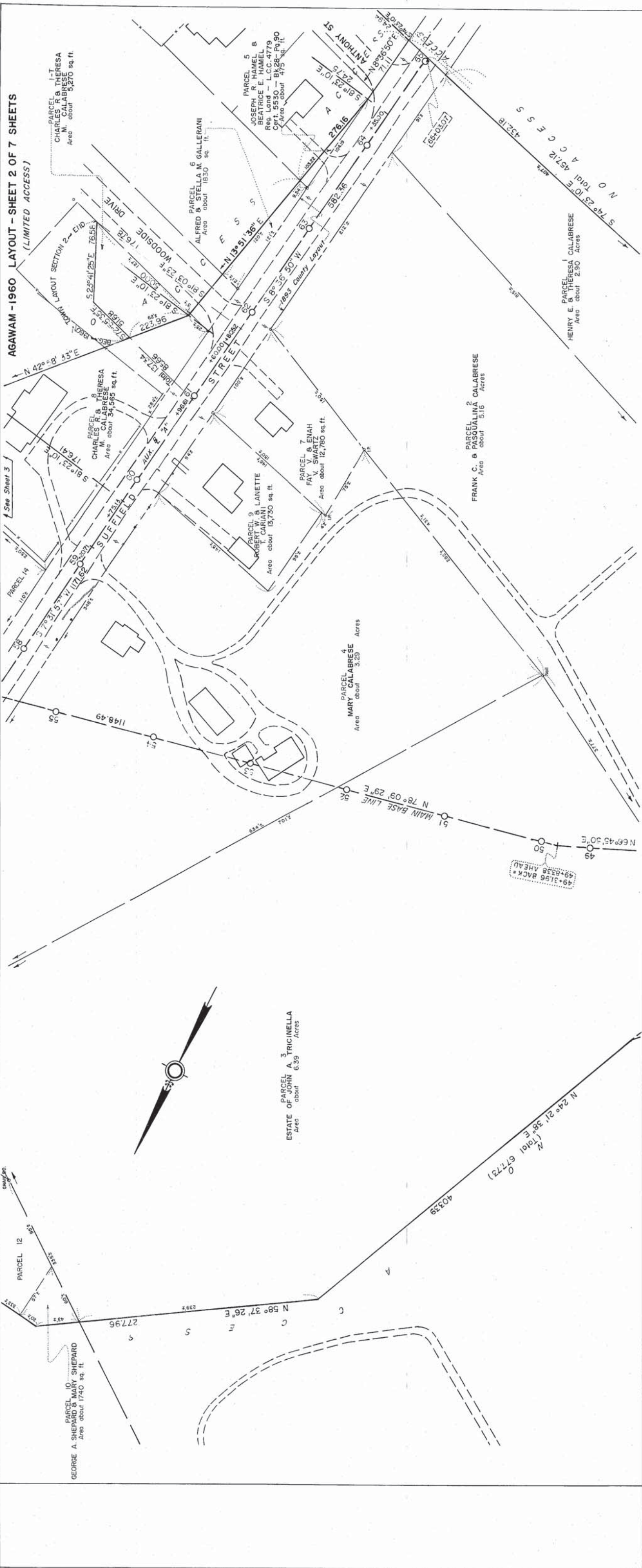
This certifies that the
road shown on this plan was
laid out and taken charge of
as a Limited Access State
Highway by the Department of
Public Works on March 29, 1960
in accordance with Chapter 81A
of the General Laws as amended by
Section 7-C inserted by Chapter 357
of the Acts of 1959.

This certifies that the
sections of road marked on
this plan as proposed to be
laid out on behalf of the Town of
Agawam by the Massachusetts
Department of Public Works on
March 29, 1960 under authority
of Chapter 44B of the Acts
of 1948.

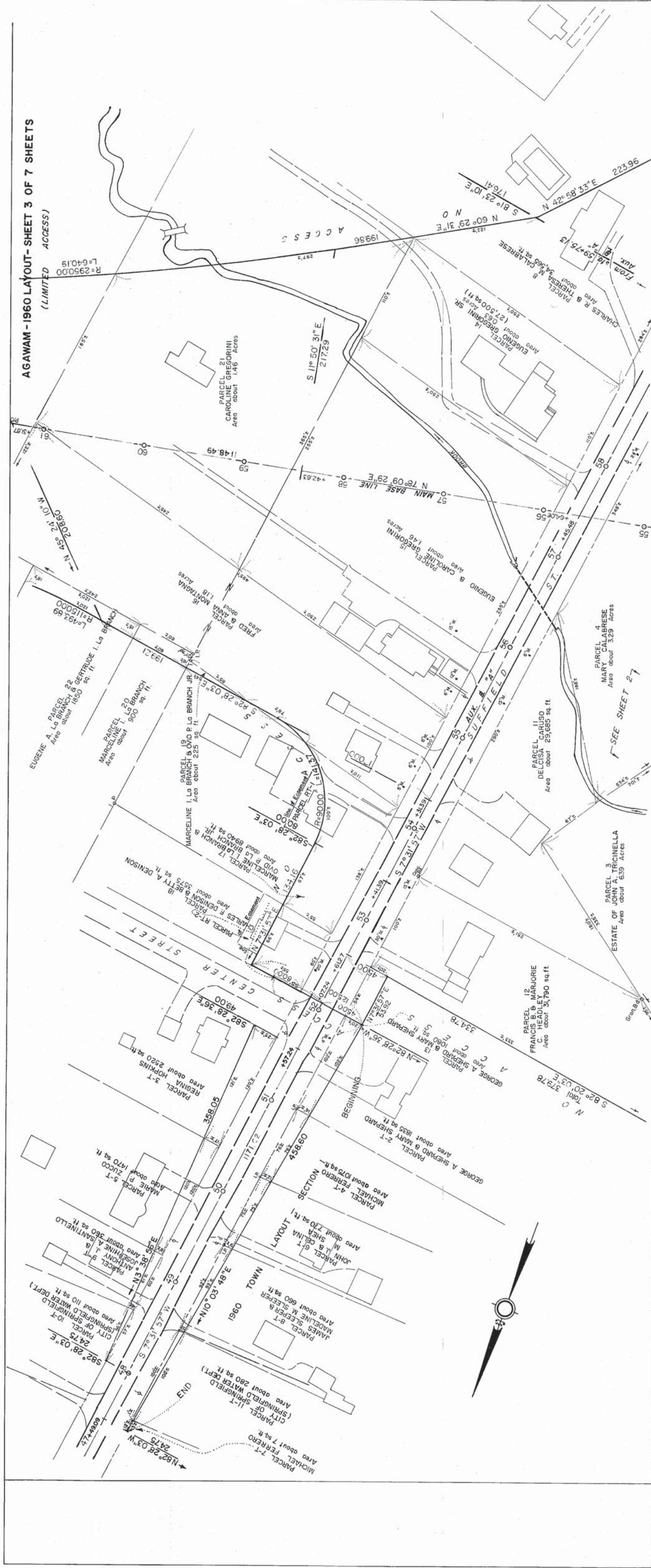
George C. Thompson
Department of Public Works

Fred B. Role
Department of Public Works

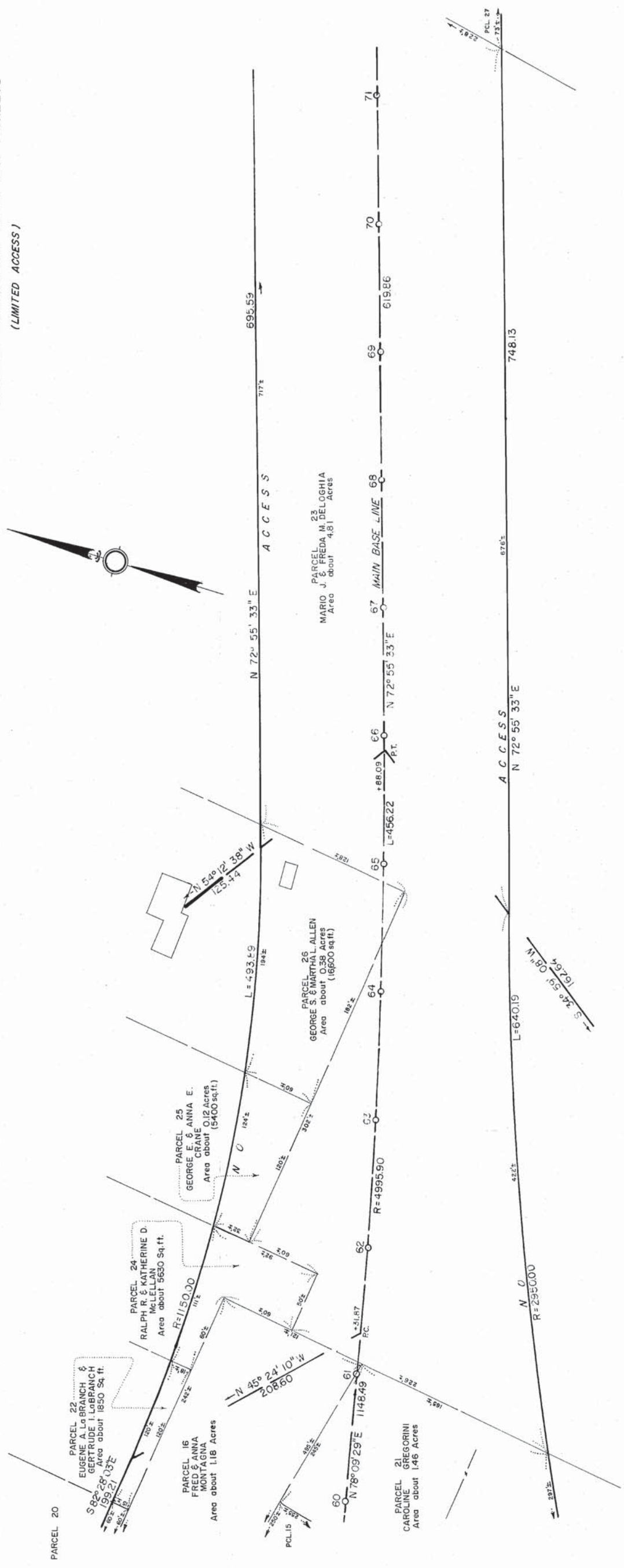




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AGAWAM - 1960 LAYOUT- SHEET 4 OF 7 SHEETS
(LIMITED ACCESS)



AGAWAM - 1960 LAYOUT - SHEET 5 OF 7 SHEETS
(LIMITED ACCESS)



SPRINGFIELD WATER WORKS EASEMENT

N17°04'27"W
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N12°39'32"W
100.00

N72°55'33"E 695.59 717±

353±

L=393.06

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PARCEL 23
MARIO J. & FREDA M. DELOSHIA
Area about 4.81 Acres

PARCEL 27
ALBERT J. & JENNIE M. CHRISTOPHER
Area about 4.70 Acres

70 - N72°55'33"E 619.86

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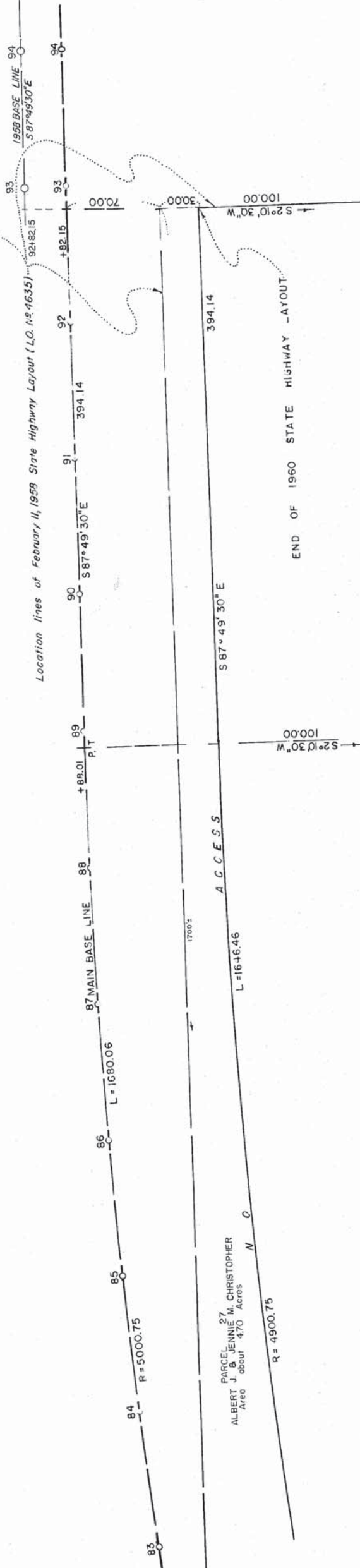
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AGAWAM - 1960 LAYOUT - SHEET 6 OF 7 SHEETS
(LIMITED ACCESS)

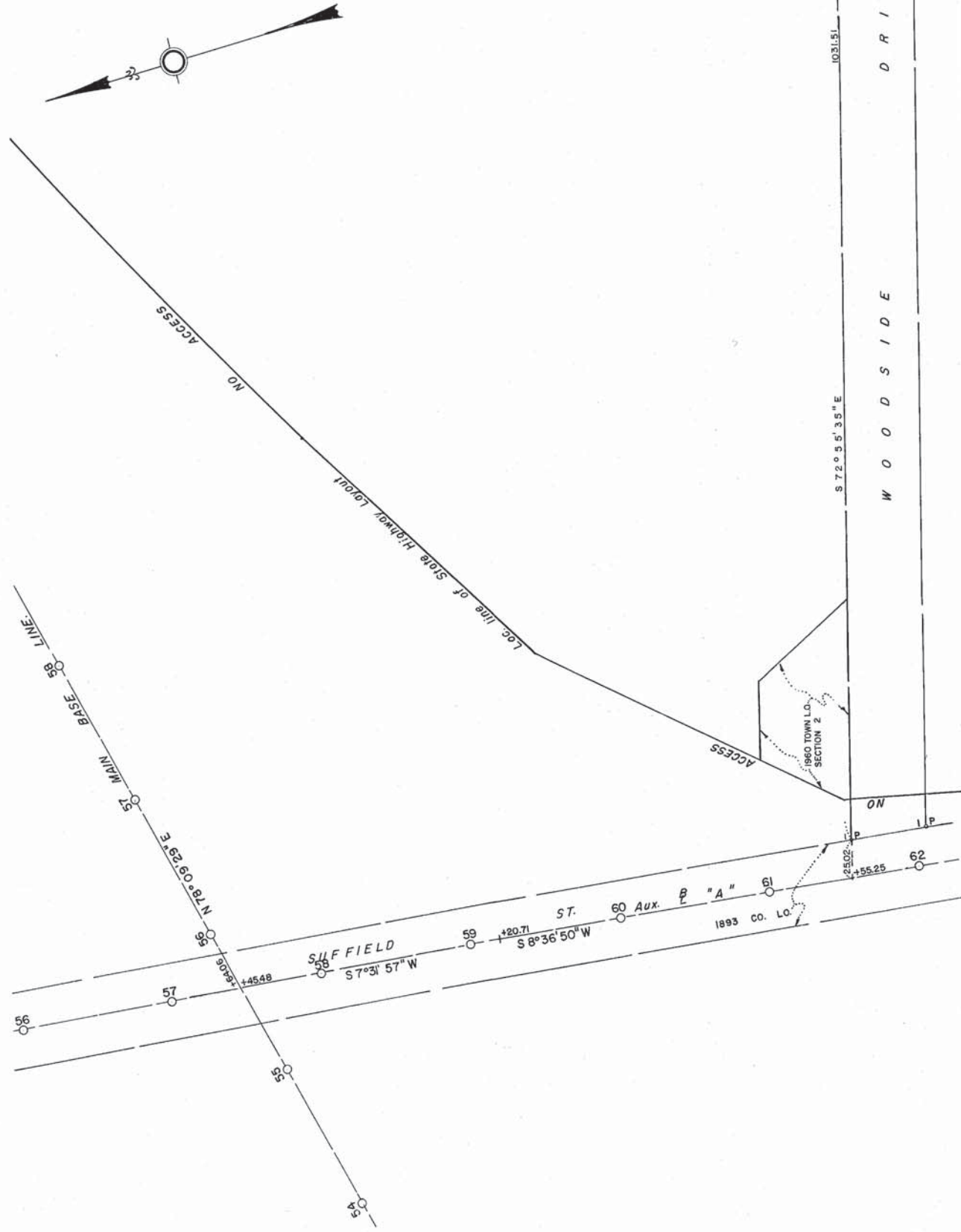
SPRINGFIELD WATER WORKS EASEMENT

N O A C C E S S



AGAWAM - 1960 LAYOUT-- SHEET 7 OF 7 SHEETS
(LIMITED ACCESS)

MARIO J.B. FREDA M. De LOGHIA





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Agawam
Layout No. 4949

April 6, 1960.

Rec'd April 18, 1960

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated March 29, 1960, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Agawam, and has laid out two sections of highway in behalf of the Town of Agawam, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the town, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Mary E. McMorris
Secretary

H/ihc

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

Department of Public Works

---00000---

Layout No. 4949
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on December 28, 1959, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the Town of Agawam, County of Hampden.

The layout consists of establishing a new State highway location for a portion of the relocation of Route 57 beginning at a point about 1310 feet westerly of Suffield Street, so-called, and extending thence in an easterly direction about 0.95 miles to the southerly location line of the State highway laid out on February 11, 1958 (Layout #4635) and includes the widening, on the southerly side thereof, of a portion of said 1958 State highway layout.

The length of the State highway hereby laid out is about 3345 feet.

The main base line of location of the State highway hereby laid out begins at a point about 1310 feet, as measured along said base line, westerly of Suffield Street, so-called, being shown on plan as Station 42+03.49 and extends thence north $66^{\circ} 45' 50''$ east, 728.47 feet to a point shown on plan as Station 49+31.96 for the line back and as Station 49+83.38 for the line ahead; thence north $78^{\circ} 09' 29''$ east, 1148.49 feet; thence by a curve to the left of 4995.90 feet radius, 456.22 feet; thence north $72^{\circ} 55' 33''$ east, 619.86 feet; thence by a curve to the right of 5000.75 feet radius, 1680.06 feet; thence south $87^{\circ} 49' 30''$ east, 394.14 feet to the point of ending thereof, shown on plan as Station 92+82.15, said point of ending bearing south $2^{\circ} 10' 30''$ west and being 30.00 feet distant from Station 92+82.15 of the main base line of the aforesaid February 11, 1958 State highway layout.

An auxiliary base line "A" begins at a point in the existing roadway of Suffield Street, shown on plan as Station 47+49.09 and extends thence south $7^{\circ} 31' 57''$ west, 1171.62 feet; thence south $8^{\circ} 36' 50''$ west, 582.36 feet to the point of ending thereof, in the existing roadway of said Suffield Street, shown on plan as Station 65+03.07.

Note: - Station 57+45.48 of auxiliary base line "A" is identical with Station 55+64.06 of the main base line hereinbefore described.

The northerly location line of the State highway hereby laid out begins at a point bearing north $56^{\circ} 37' 40''$ west and 119.77 feet distant from the point of beginning of the main base line hereinbefore described shown on plan as Station 42+03.49 and extends thence north $66^{\circ} 45' 50''$ east, 509.86 feet to a point bearing north $23^{\circ} 14' 10''$ west and 100.00 feet distant from Station 46+47.42 of said main base line; thence north $44^{\circ} 00' 05''$ east, 219.69 feet to a point bearing north $24^{\circ} 21' 38''$ east and 274.34 feet distant from said Station 46+47.42; thence north $24^{\circ} 21' 38''$ east, 403.39 feet to a point bearing north $24^{\circ} 21' 38''$ east and 677.73 feet distant from said Station 46+47.42; thence north $58^{\circ} 37' 26''$ east, 277.96 feet to a point bearing north $82^{\circ} 20' 03''$ west and 379.78 feet distant from Station 52+61.27 of auxiliary base line "A", hereinbefore described; thence south $82^{\circ} 20' 03''$ east, 334.78 feet to a point bearing north $82^{\circ} 20' 03''$ west and 45.00 feet distant from said Station 52+61.27; thence north $7^{\circ} 31' 57''$ east, 53.92 feet to a point bearing north $82^{\circ} 28' 36''$ west and 45.00 feet distant from Station 52+07.24 of said auxiliary base line "A"; thence, in part crossing Suffield Street, so-called, south $82^{\circ} 28' 36''$ east, 125.00 feet to a point bearing south $82^{\circ} 28' 36''$ east and 80.00 feet distant from said Station 52+07.24; thence south $7^{\circ} 31' 57''$ west, 134.16 feet to a point bearing south $82^{\circ} 28' 03''$ east and 80.00 feet distant from Station 53+41.39 of said auxiliary base line "A"; thence by a curve to the left of 90.00 feet radius, 141.37 feet to a point bearing south $82^{\circ} 28' 03''$ east and 170.00 feet distant from Station 54+31.39 of said auxiliary base line "A"; thence south $82^{\circ} 28' 03''$ east, 199.21 feet to a point bearing north $45^{\circ} 24' 10''$ west and 208.60 feet distant from Station 61+31.87 of the aforesaid main base line; thence by a curve to the left of 1150.00 feet radius, 493.89 feet to a point bearing north $54^{\circ} 12' 38''$ west and 125.44 feet distant from Station 65+88.09 of said main base line; thence north $72^{\circ} 55' 33''$ east, 695.59 feet to a point bearing north $17^{\circ} 04' 27''$ west and 100.00 feet distant from Station 72+07.95 of said main base line; thence by a curve to the right of 5100.75 feet radius, 393.06 feet to the point of ending thereof, on the southerly location line of the aforesaid February 11, 1958 State highway layout, bearing north $12^{\circ} 39' 32''$ west and 100.00 feet distant from Station 75+93.30 of said main base line.

The southerly location line of the State highway hereby laid out begins at a point bearing south $56^{\circ} 37' 40''$ east and 119.77 feet distant from the point of beginning of the main base line hereinbefore described, shown on plan as Station 42+03.49 and extends thence, north $66^{\circ} 45' 50''$ east, 280.59 feet to a point bearing south $23^{\circ} 14' 10''$ east and 100.00 feet distant from Station 45+50.00 of said main base line; thence south $52^{\circ} 28' 26''$ east, 445.63 feet to a point bearing north $74^{\circ} 23' 10''$ west and 432.18 feet distant from the point of ending of auxiliary base line "A" hereinbefore described, shown on plan as Station 65+03.07; thence, in part crossing Suffield Street, so-called, south $74^{\circ} 23' 10''$ east, 457.12 feet to a point on the existing easterly street line of Suffield Street, said point bearing south $74^{\circ} 23' 10''$ east and being 24.94 feet distant from said Station 65+03.07; thence, following said street line, north $8^{\circ} 36' 50''$ east, 71.11 feet to a point thereon bearing south $81^{\circ} 23' 10''$ east and 24.75 feet distant from Station 64+35.00 of said auxiliary base line "A"; thence leaving said street

line north $13^{\circ} 51' 36''$ east 276.16 feet to a point bearing south $81^{\circ} 23' 10''$ east and 50.00 feet distant from station 61+60.00 of said auxiliary baseline "A"; thence north $42^{\circ} 58' 33''$ east 223.96 feet to a point bearing south $81^{\circ} 23' 10''$ east and 176.41 feet distant from station 59+75.13 of said auxiliary baseline "A"; thence north $60^{\circ} 29' 31''$ east 199.86 feet to a point bearing south $11^{\circ} 50' 31''$ east and 217.29 feet distant from station 58+42.63 of the aforesaid main baseline; thence by a curve to the right of 2950.00 feet radius 640.19 feet to a point bearing south $34^{\circ} 59' 08''$ west and 162.64 feet distant from station 65+88.09 of said main baseline; thence parallel to said main baseline and 100.00 feet distant southerly therefrom to the point of ending thereof, on the southerly location line of the aforesaid February 11, 1958 State highway layout, said point bearing south $2^{\circ} 10' 30''$ west and being 100.00 feet distant from the point of ending of the main baseline hereinbefore described, shown on plan as station 92+82.15.

The westerly end of the State highway hereby laid out is defined by a line bearing south $56^{\circ} 37' 40''$ east and 239.54 feet in length, extending between the points of beginning of the northerly and southerly location lines hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof and at an intermediate point on the southerly location line thereof opposite station 80 of the aforesaid main baseline.

The right of access to and egress from said State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway location is allowed:
 - a. Across the line defining the westerly end thereof for its entire length.
 - b. Across the northerly location line hereinbefore described between points thereon bearing north $82^{\circ} 28' 36''$ west and south $82^{\circ} 28' 36''$ east and 45.00 feet and 55.00 feet distant respectively from station 52+07.24 of the aforesaid auxiliary base line "A".

- c. Across the southerly location line hereinbefore described between a point thereon marking the intersection therewith of the existing westerly street line of Suffield Street and a point thereon marking the intersection therewith of the dividing line between land now or formerly of Joseph R. Hamel and Beatrice E. Hamel, and land now or formerly of Alfred and Stella M. Callarani, about opposite station 63+33 of the aforesaid auxiliary baseline "A" and about 34 feet distant easterly therefrom.

2. Access to and egress from said State highway location across the northerly and southerly location lines thereof, is allowed the Tennessee Gas Transmission Company, its successors or assigns, for the purpose of patrolling and maintaining a natural gas transmission line, but only within the limits of the right of way owned by said company, crossing said location at about station 44+67 of the aforesaid main baseline.

3. Access to and egress from said State highway location is allowed the owners of public utility structures crossing the limited access location lines thereof or which will cross said location lines upon completion of the construction of said State highway for the purpose of patrolling and maintaining said structures but only at the minimum widths necessary to effect said purpose.

The above mentioned access-egress items, with the exception of Item 3 are indicated on the plan hereinafter referred to.

The limited access provisions of the aforesaid February 11, 1958 State highway layout are hereby voided insofar as they apply to that portion of the southerly location line thereof extending between the points of ending of the northerly and southerly location lines of the State highway hereinbefore described.

In connection with the laying out of the State highway location hereinbefore described, it is necessary to lay out two sections of highway on behalf of the Town of Agawam. Said sections of highway, designated on the plan hereinafter referred to as Sections 1 and Section 2 are hereby laid out on behalf of said Town of Agawam under provisions of Chapter 448 of the Acts of 1948, being described as follows:

SECTION 1

The first section of highway hereby laid out on behalf of the Town of Agawam comprises the widening, on both sides thereof, of a portion of Suffield Street adjoining the northerly location line of the State highway layout hereinbefore described.

The westerly location line of the first section of highway hereby laid out on behalf of the Town of Agawam begins at a point on the northerly location line of the State highway layout hereinbefore described bearing north $82^{\circ} 28' 36''$ west and 45.00 feet distant from station 52+07.24 of auxiliary baseline "A" hereinbefore described and extends thence, leaving said State highway location line, north $10^{\circ} 03' 48''$ east 458.60 feet to the point of ending thereof, on the existing westerly street line of Suffield Street bearing north $82^{\circ} 28' 03''$ west and 24.75 feet distant from the point of beginning of said auxiliary baseline "A" shown on plan as station 47+49.09.

The easterly location line of the first section of highway hereby laid out on behalf of the Town of Agawam begins at a point on the existing northerly street line of Center Street, so called, bearing south $82^{\circ} 28' 36''$ east and 49.00 feet distant from station 51+57.24 of the aforesaid auxiliary baseline "A" and extends thence, leaving said street line, north $3^{\circ} 38' 56''$ east, 358.05 feet to the point of ending thereof, on the existing easterly street line of Suffield Street, bearing south $82^{\circ} 28' 03''$ east and 24.75 feet distant from station 48+00.00 of said auxiliary baseline "A".

SECTION 2

The second section of highway hereby laid out on behalf of the Town of Agawam comprises the laying out of a cul-de-sac on the northerly side of Woodside Drive, so called, adjoining the southerly location line of the State highway layout hereinbefore described.

The location line of the second section of highway hereby laid out on behalf of the Town of Agawam begins at a point on the southerly location line of the State highway layout hereinbefore described bearing south $72^{\circ} 55' 35''$ east and 85.66 feet distant from station 60+96.61 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said State highway location line, south $72^{\circ} 55' 35''$ east, 51.68 feet to a point bearing south $72^{\circ} 55' 35''$ east and 137.34 feet distant from said station 60+96.61; thence south $23^{\circ} 41' 25''$ east, 76.58 feet to

the point of ending thereof, on the existing northerly street line of said Woodside Drive, bearing south $81^{\circ} 03' 23''$ east and 176.78 feet distant from station 61+80.52 of said auxiliary baseline "A".

The location lines of the sections of highway hereby laid out on behalf of the Town of Agawam are to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

In connection with the construction of the State highway in the location hereinbefore described, it is necessary to take an easement in the parcel of land hereinafter described as Parcel R-1. Said easement is hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose right of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway layout hereinbefore described. Said easement is permanent in nature and consists of the right to enter upon said land at any time, to construct thereon and to maintain and use driveways and necessary utilities.

Parcel R-1. A parcel of land 50 feet in width, supposed to be owned by Charles R. and Theresa M. Calabrese, adjoining the northerly end of Samuel Street, so called, and constituting an extension, northward, of said street, the aforesaid rights therein being taken on behalf of Mario J. and Freda M. DeLoghia being bounded by a line beginning at the southwesterly corner of said easement, on the existing westerly street line of said Samuel Street bearing north $17^{\circ} 04' 25''$ east and 110.00 feet distant from a point bearing south $72^{\circ} 55' 35''$ east and 1056.53 feet distant from station 61+55.25 of auxiliary baseline "A" hereinbefore described, and extending thence north $17^{\circ} 04' 25''$ east about 245 feet to the dividing line between land of said Calabrese and of said DeLoghia; thence following said dividing line easterly about 51 feet; thence leaving said dividing line, south $17^{\circ} 04' 25''$ west about 250 feet to a point on the existing easterly street line of said Samuel Street; thence north $72^{\circ} 55' 35''$ west, 50.00 feet to the point of beginning; containing about 12375 square feet.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as parcels RT-1 and RT-2, said easements are hereby taken for the purpose of removing or demolishing certain structures which are located partly upon said land and partly within the location

of said State highway. Said easements are to be temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they have been taken has been accomplished to the extent deemed necessary by this Department. Said easements consist of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures located upon said land.

Parcel RT-1. A parcel of land supposed to be owned by Ovid P. Jr. and Marceline I. LaBranch adjoining the northerly location line of the State highway layout hereinbefore described, bounded by said location line and by a line connecting the following points:

Opposite Station 53+41.39 of auxiliary base line "A", hereinbefore described and on said location line; opposite said Station 53+41.39 and 35 feet from said location line and about opposite Station 54+10 of said auxiliary base line "A" and on said location line.

Parcel RT-2. A parcel of land supposed to be owned by Charles F. and Betty A. Denison adjoining the northerly location line of the State highway layout hereinbefore described, bounded by said location line and by a line connecting the following points;

Opposite Station 52+20 of the aforesaid auxiliary base line "A" and on said location line; opposite said Station 52+20 and 23 feet from said location line; opposite Station 52+75 of said auxiliary base line "A" and 23 feet from said location line and opposite Station 52+74 of said auxiliary base line "A" and on said location line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the Town of Agawam, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 27 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of Town highway hereinbefore described, the Department of Public Works, on behalf of the Town of Agawam, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 71B of the Acts of 1956, Parcels 1-T to 11-T, inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the Town of Agawam, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

The State highway hereby laid out, the sections of Town highway hereby laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Laid out as a State Highway by the Department of Public Works March 29, 1960. Scale: 40 feet to the inch" an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

A certain parcel of land included in this taking is registered land, and is shown on the plan hereinbefore referred to as Parcel 5; said land is owned by Joseph R. Hamel and Beatrice E. Hamel and is registered in the Land Court at Boston (Land Court Case 4779) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 5530, book 28, page 190.

For damages sustained by persons in their property, by reason of the aforesaid takings, the following awards are made.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Henry R. and Theresa Calabrese	2.90 Acres	\$1.00
2	Frank C. and Pasqualino Calabrese	5.16 Acres	1.00
3	Estate of John A. Tricinella	6.39 Acres	1.00
4	Mary Calabrese	3.29 Acres	1.00
5	Joseph R. Hamel and Beatrice E. Hamel	475 Sq.Ft.	1.00
6	Alfred and Stella M. Gallerani	1630 Sq.Ft.	1.00

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
7	Pay V. and Enah V. Swartz	12780 Sq.Ft.	\$1.00
8	Charles R. and Theresa M. Calabrese	34565 Sq.Ft.	1.00
9	Robert W. and Lenette T. Cariani	13730 Sq.Ft.	1.00
10	George A. Shepard and Mary Shepard	1740 Sq.Ft.	1.00
11	Delcisa Caruso	29685 Sq.Ft.	1.00
12	Francis B. and Marjorie C. Headley	31780 Sq.Ft.	1.00
13	George A. Shepard and Mary Shepard	1080 Sq.Ft.	1.00
14	Eugenio Gregorini, Sr.	27500 Sq.Ft.	1.00
15	Eugenio and Caroline Gregorini	1.46 Acres	1.00
16	Fred and Anna Montagna	1.18 Acres	1.00
17	Marceline I. LaBranch and Ovid F. LaBranch, Jr.	8940 Sq.Ft.	1.00
18	Charles F. Denison and Betty A. Denison	3575 Sq.Ft.	1.00
19	Marceline I. LaBranch and Ovid F. LaBranch, Jr.	225 Sq.Ft.	1.00
20	Marceline I. LaBranch	900 Sq.Ft.	1.00
21	Caroline Gregorini	1.46 Acres	1.00
22	Eugene A. LaBranch and Gertrude I. LaBranch	1850 Sq.Ft.	1.00
23	Mario J. and Freda M. DeLoghia	4.81 Acres	1.00
24	Ralph R. and Katherine D. McLellan	5630 Sq.Ft.	1.00
25	George E. and Anna E. Crane	5400 Sq.Ft.	1.00
26	George S. and Martha L. Allen	16600 Sq.Ft.	1.00
27	Albert J. and Jennie M. Christopher	4.70 Acres	1.00
1-T	Charles R. and Theresa M. Calabrese	5270 Sq.Ft.	1.00
2-T	George A. Shepard and Mary Shepard	1835 Sq.Ft.	1.00

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
3-T	Regina Hopkins	2520 Sq.Ft.	\$1.00
4-T	Michael Ferrero	1075 Sq.Ft.	1.00
5-T	Marie P. Zucco	1470 Sq.Ft.	1.00
6-T	John J. and Celina M. Shea	770 Sq.Ft.	1.00
7-T	Michael Ferrero	7 Sq.Ft.	1.00
8-T	James Sleeper and Madeline M. Sleeper	660 Sq.Ft.	1.00
9-T	Anthony J. and Josephine A. Santinello	360 Sq.Ft.	1.00
10-T	City of Springfield(Springfield Water Dept.)	110 Sq.Ft.	1.00
11-T	City of Springfield(Springfield Water Dept.)	280 Sq.Ft.	1.00
R-1	Charles R. and Theresa M. Calabrese	12375 Sq.Ft.	1.00
RT-1	Marceline I. LaBranch and Ovid P. LaBranch, Jr.		1.00
RT-2	Charles F. Denison and Betty A. Denison		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan, and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary of the Department of Public Works, be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the town in which said way is located, certified copies of said plan, and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of Town way in accordance with said plan.

Dated at Boston this twenty-ninth day of March 1960.

A. N. DiNatale

Department

Fred B. Dole

of

George C. Toumpouras

Public Works

A TRUE COPY-ATTEST

Mary E. McMorrow

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1975

Agawam



STATE LAYOUT PLAN #5104
Route 57 Cooper St. to layout #4949

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 80 PAGE 34-38.

INDEXING

STATE LAYOUT PLAN #5104

- Image Info SH50006 Agawam
- Image Info SH50006 Cooper Street
- Image Info SH50006 Mill Street
- Image Info SH50006 Route 57

[illegible]

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

A G A W A M
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
May 2, 1961

Chief Engineer
E. J. McCarthey

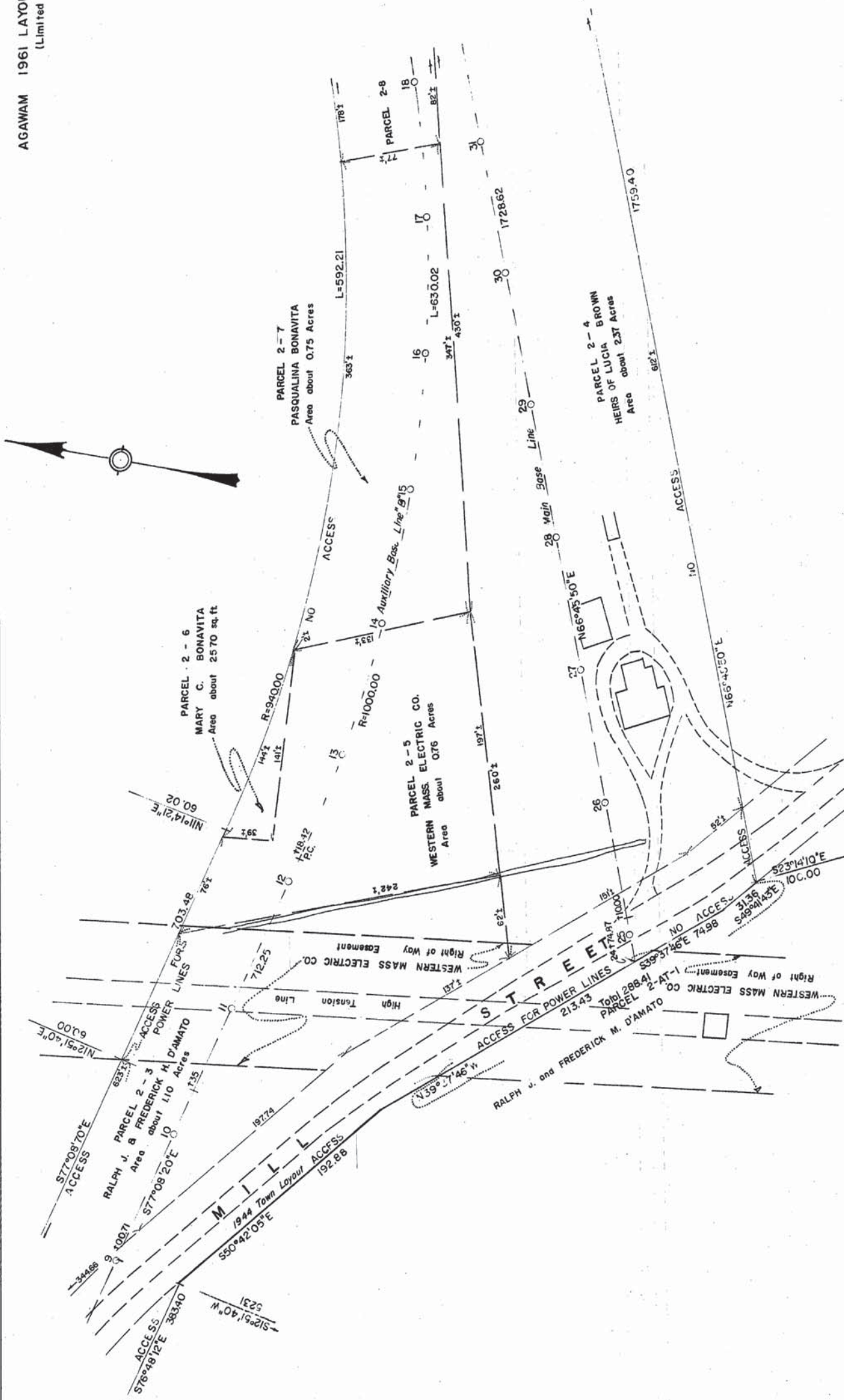
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway, by the Department of Public Works, in accordance with Chapter 514 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1947.

Paul J. McNamee
 Fred B. Dole
 Mayor C. McNamee
 Department of Public Works

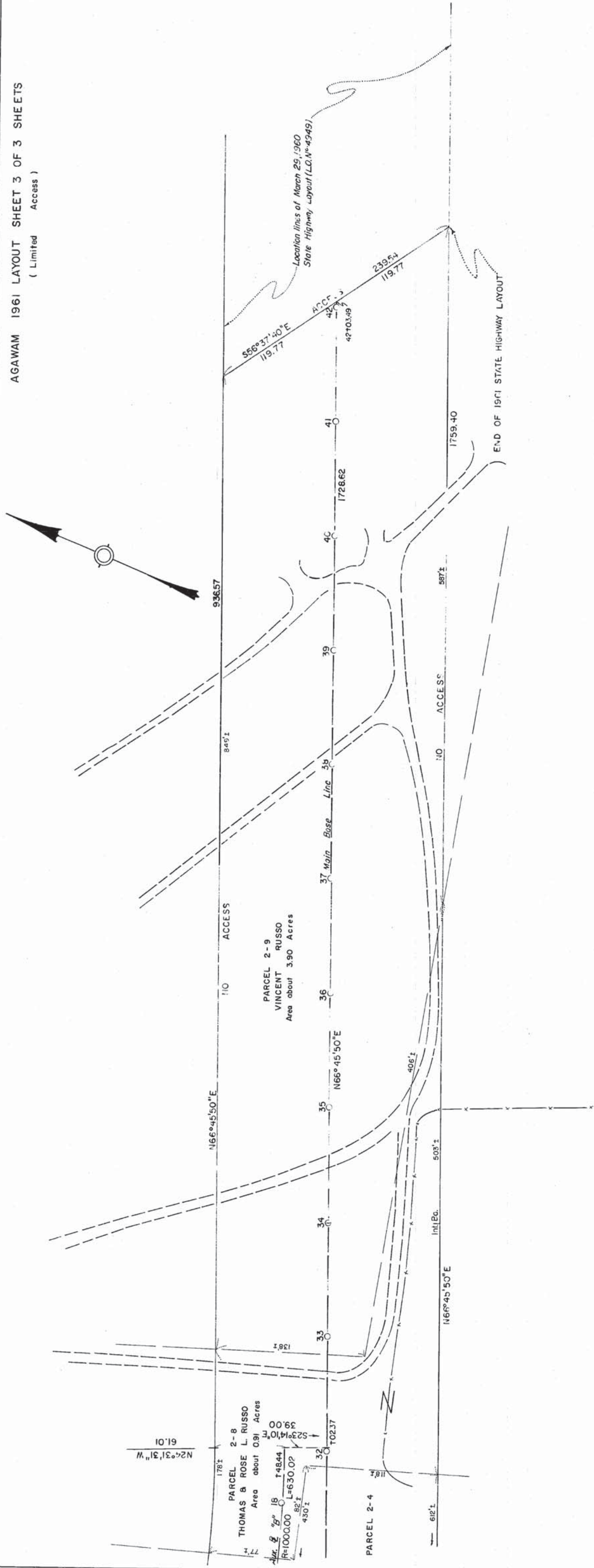
Commonwealth of Massachusetts
Hampden, ss
Filed - May 11, 1961
Attest - Edward C. Shea Clerk



Layout No. 5104



AGAWAM 1961 LAYOUT SHEET 3 OF 3 SHEETS
(Limited Access)



Agawam

State Highway Location
for a portion of the
relocation of Route 57
and a connection from
Mill Street thereto.

Received and Filed

May 11, 1961

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5104
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the Town of Agawam, County of Hampden.

The layout consists of establishing a State highway location for a portion of the relocation of Route 57 and a connection from Mill Street thereto, being more fully described as follows:

The length of State highway hereby laid out is about 2400 feet.

The main baseline of location for the State highway hereby laid out is that of a survey made by Engineers of the Department and begins at a point on the existing southwesterly street line of Mill Street, shown on plan as station 24+74.87 and extends thence leaving said street line north $66^{\circ} 45' 50''$ east 1728.62 feet to the point of ending thereof, shown on plan as station 42+03.49, said point being identical with station 42+03.49 of the main baseline of the March 29, 1960 State highway layout (Layout #4949).

An auxiliary baseline "B" begins at a point in the existing roadway of Mill Street, shown on plan as station 53 and extends thence north $73^{\circ} 51' 35''$ east 85.40 feet to a point shown on plan as station 53+85.40 for the line back and as station 0+00.00 for the line ahead; thence by a curve to the right of 1000.00 feet radius 506.17 feet; thence south $77^{\circ} 08' 20''$ east 712.25 feet; thence by a curve to the left of 1000.00 feet radius 630.02 feet to the point of ending thereof, shown on plan as station 18+48.44 said point bearing north $23^{\circ} 14' 10''$ west and being 39.00 feet distant from station 32+02.37 of the main baseline hereinbefore described.

The northerly location line of the State highway hereby laid out begins at a point on the southerly location line of the 1900 County layout of Cooper Street bearing north $0^{\circ} 18' 47''$ east and 188.13 feet distant from station 5+06.17 of auxiliary baseline "B" hereinbefore described and extends thence, following said County location line north $72^{\circ} 23' 21''$ east 68.63 feet to a point bearing north $17^{\circ} 38' 36''$ east and 219.20 feet distant from said station 5+06.17; thence leaving said location line south $63^{\circ} 18' 56''$ west 89.82 feet to a point bearing north $10^{\circ} 09' 02''$ east and 162.37 feet distant from station 4+62.85 of said auxiliary baseline "B"; thence by a curve to the left of 40.00 feet radius 74.23 feet to a point again on said County location line bearing north $10^{\circ} 09' 02''$ east and 98.34 feet distant from said station 4+62.85; thence following said County location line south $43^{\circ} 00' 46''$ east 66.47 feet to a point bearing north $19^{\circ} 34' 47''$ east and 60.41 feet distant from station 5+06.17 of said auxiliary baseline "B"; thence leaving said County location line south $77^{\circ} 08' 20''$ east 703.48 feet to a point bearing north $11^{\circ} 14' 21''$ east and 60.02 feet distant from station 12+18.42 of said auxiliary baseline "B"; thence by a curve to the left of 940.00 feet radius, 592.21 feet to a point bearing north $24^{\circ} 31' 31''$ west and 61.01 feet distant from the point of ending of said auxiliary baseline "B" shown on plan as station 18+48.44; thence north $66^{\circ} 45' 50''$ east 936.57 feet to a point at the end of the layout bearing north $56^{\circ} 37' 40''$ west and 119.77 feet distant from the point of ending of the main baseline hereinbefore described shown on plan as station 42+03.49, said point of ending marking the westerly end of the northerly location line of the aforesaid March 29, 1960 State highway layout.

The southerly location line of the State highway hereby laid out begins at a point on the existing southerly street line of Mill Street bearing south $16^{\circ} 08' 25''$ east and 25.00 feet distant from the point of beginning of auxiliary baseline "B" hereinbefore described shown on plan as station 53 and extends thence leaving said street line north $83^{\circ} 13' 51''$ east 248.25 feet to a point bearing south $3^{\circ} 40' 28''$ east and 51.96 feet distant from station 1+71.60 of said auxiliary baseline "B"; thence by a curve to the right of 950.00 feet radius 331.05 feet to a point bearing south $0^{\circ} 19' 06''$ west and 51.29 feet distant from station 5+06.17 of said auxiliary baseline "B"; thence south $76^{\circ} 48' 12''$ east 383.40 feet to a point again on the existing southerly street line of Mill Street bearing south $12^{\circ} 51' 40''$ west and 52.31 feet distant from station 9+00.71 of said auxiliary baseline "B"; thence following said street line south $50^{\circ} 42' 05''$ east 192.88 feet to a point bearing north $39^{\circ} 37' 46''$ west and 213.43 feet distant from the point of beginning of the main baseline hereinbefore described,

shown on plan as station 24+74.87; thence south $39^{\circ} 37' 46''$ east 288.41 feet to a point bearing south $39^{\circ} 37' 46''$ east and 74.98 feet distant from said station 24+74.87; thence south $49^{\circ} 41' 43''$ east 31.36 feet to a point bearing south $23^{\circ} 14' 10''$ east and 100.00 feet distant from station 25+10.00 of said main baseline; thence north $66^{\circ} 45' 50''$ east 1759.40 feet to a point at the end of the layout, said point marking the westerly end of the southerly location line of the aforesaid March 29, 1960 State highway layout, bearing south $56^{\circ} 37' 40''$ east and 119.77 feet distant from the point of ending of said main baseline, shown on plan as station 42+03.49.

The westerly end of the State highway hereby laid out is defined by those portions of the existing southerly street lines of Mill and Cooper Streets, extending between the points of beginning of the southerly and northerly location lines hereinbefore described and being more fully described as follows:

Beginning at the point marking the point of beginning of said southerly State highway location line bearing south $16^{\circ} 08' 25''$ east and 25.00 feet distant from station 53 of the aforesaid auxiliary baseline "B" and extending thence north $73^{\circ} 51' 35''$ east 252.70 feet; thence north $61^{\circ} 40' 52''$ east 379.35 feet to the point marking the point of beginning of the said northerly State highway location line.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof and at an intermediate point on the southerly location line thereof opposite station 34 of the aforesaid main baseline.

The right of access to and egress from said State highway location is limited, being allowed across the location lines thereof, hereinbefore described only as follows:

1. Free access to and egress from said location is allowed

- (a) Across the northerly location line thereof between a point thereon marking the point of beginning thereof and a point thereon bearing north $12^{\circ} 51' 40''$ east and 60.00 feet distant from station 10+35 of the aforesaid auxiliary baseline "B".

(b) Across the southerly location line thereof between a point thereon marking the point of beginning thereof and a point thereon bearing north $39^{\circ} 37' 46''$ west and 165 feet distant from station 24+74.87 of the aforesaid main baseline.

(c) Across the line defining the westerly end of said location for its entire length.

(d) At Mill Street; across the southerly location line within the limits of the existing location of said Street.

2. Access to and egress from said location, across both location lines thereof, is allowed the Western Mass. Electric Company, its successors and/or assigns, for the purpose of patrolling and maintaining its transmission lines but only within the existing limits of the right of way owned by said Company.

3. Access to and egress from said location is allowed the owners of public utility structures crossing the limited access location lines thereof or which will cross said location lines upon completion of the construction of said State highway for the purpose of patrolling and maintaining said structures but only at the minimum widths necessary to effect said purposes.

The above-mentioned access-egress items with the exception of Item 3 are indicated on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, as amended, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described including all trees and structures located thereon situated in the Town of Agawam, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 2-1 to 2-9 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or

upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

Rights of access to and egress from the existing location of Mill Street are hereby taken from owners of land abutting said street, excepting those having rights as specified under Item 2 of the access-egress items, hereinbefore described in the location indicated on the plan hereinafter referred to as Parcel 2-AT-1 and as set forth in the schedule of awards hereinafter contained.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Laid out as a State Highway by the Department of Public Works May 2, 1961 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
2-1	Ralph J. & Frederick H. D'Amato	0.72 acres	\$1.00
2-2	Ralph J. & Frederick H. D'Amato	2175 sq.ft.	1.00
2-3	Ralph J. & Frederick H. D'Amato	1.10 acres	1.00
2-4	Heirs of Lucia Brown	2.37 acres	1.00
2-5	Western Mass. Electric Co.	0.76 acres	1.00
2-6	Mary C. Bonavita	2570 sq.ft.	1.00
2-7	Pasqualina Bonavita	0.75 acres	1.00
2-8	Thomas & Rose L. Russo	0.91 acres	1.00
2-9	Vincent Russo	3.90 acres	1.00
2-AT-1	Ralph J. and Frederick H. D'Amato		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted; That said new or existing way as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this second day of May, 1961.

Jack P. Ricciardi

Department

Fred B. Dole

of

George C. Toumpouras

Public Works

A TRUE COPY-ATTEST

Edith J. Cronin

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1975

Agawam



STATE LAYOUT PLAN #6075
Discontinuance as State Highway portion of Meadow St. at River Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 156 PAGE 20

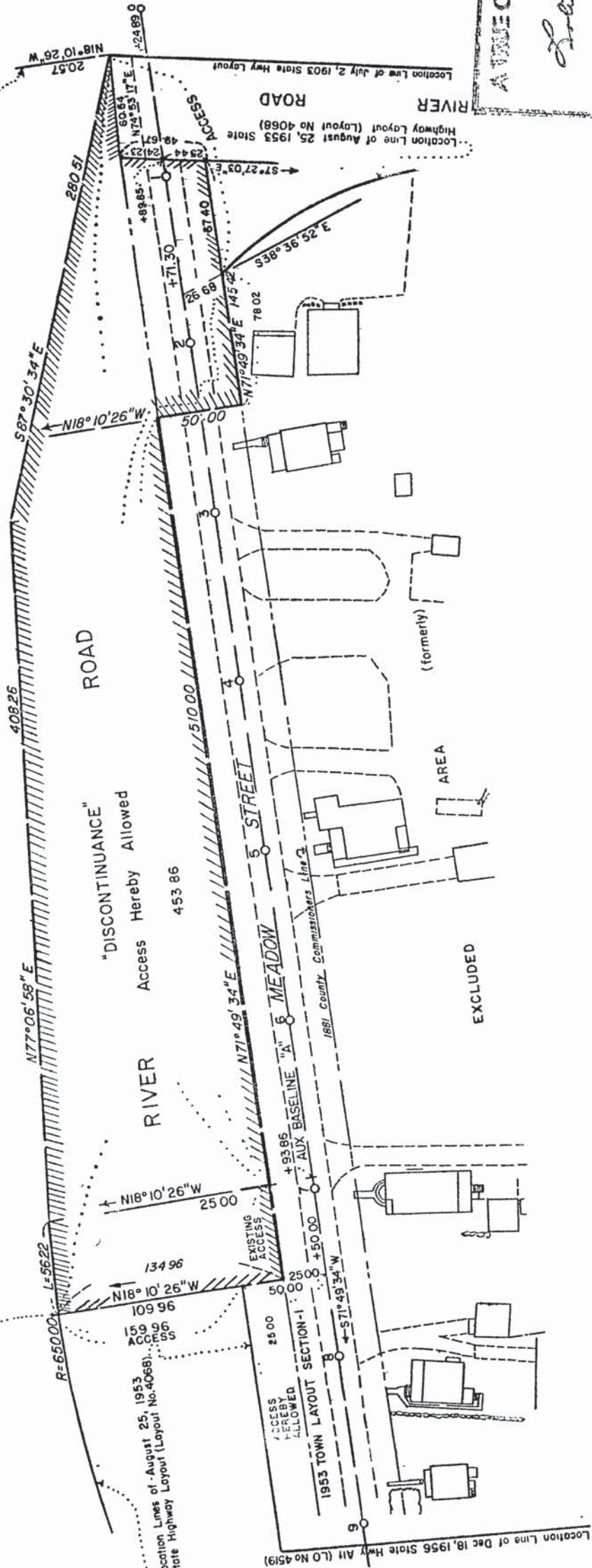
INDEXING

STATE LAYOUT PLAN #6075

- Image Info** SH50007 Agawam
- Image Info** SH50007 Meadow Street
- Image Info** SH50007 River Road

BEGINNING OF 1974 STATE HIGHWAY ALTERATION

END OF 1974 STATE HIGHWAY ALTERATION



A TRUE COPY - ATTEST
L. P. Davis
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts



William J. Sheahan

<p>This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on September 11, 1974 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.</p> <p><i>Melchor E. Had</i> <i>John G. W. Ford</i> Department of Public Works</p>	<p>This certifies that the section of road marked on this plan "Discontinuance" was discontinued by the Department of Public Works on September 11, 1974 in accordance with Chapter 81 of the General Laws.</p> <p><i>Melchor E. Had</i> <i>John G. W. Ford</i> Department of Public Works</p>	<p>The undersigned County Commissioners of Hampden County hereby concur with the Department of Public Works in the discontinuance of the road shown on this plan as State Highway</p> <p><i>Charles J. Davis</i> <i>Richard J. Davis</i> <i>Robert J. Davis</i> County Commissioners of Hampden County</p>
<p>The Commonwealth of Massachusetts PLAN OF ROAD in the Town of AGAWAM HAMPDEN COUNTY Altered and laid out as a State Highway by Department of Public Works September 11, 1974 Scale: 80 feet to the inch <i>Robert J. Henry</i> Chief Engineer</p>		

January 2, 1975

xxxxxx
xxxxxxxxxxxxxxxx
Ch.
Richard S. Thomas

Mr. Edward J. Nolan
Department of Public Works
100 Nashua Street
Boston, Mass. 02114

RE: AGAWAM L.O. No. 6075

Dear Mr. Nolan:

Enclosed find order of the Department of
Public Works, approved by the Hampden County
Commissioners, for the discontinuance as State
Highway, a portion of the August 25, 1953
(Layout No. 4068) Route 5 on Beacon Street
in the Town of Agawam.

Very truly yours,

HAMPDEN COUNTY COMMISSIONERS

By _____
County Counsel

SJB:C

ENC.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---0000000---

Agawam
Layout No. 6075

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of August 25, 1953 (Layout No. 4068), lay out and take charge of as a limited access State highway, a road in the Town of Agawam, County of Hampden, being known as Route 5, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

Whereas, it now appears advisable to revise the limited access provisions of said State highway at a location locally known as Meadow Street;

Now therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The restrictions of access-egress imposed under the aforesaid 1953 State highway layout are hereby voided insofar as applicable to those portions of the location lines thereof described as follows, and free access to and egress from said location is hereby allowed:

1. Across the easterly location line, between a point thereon bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said 1953 layout and a point thereon bearing north $18^{\circ}10'26''$ west and 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

2. Across the line defining the boundary of the excluded area, across those portions thereof described as follows:

- a. Beginning at a point bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from Station 7+50.00 of the aforesaid auxiliary baseline "A" and extending thence south $18^{\circ}10'26''$ east 25.00 feet to a point bearing north $18^{\circ}10'26''$ west and 25.00 feet distant from said Station 7+50.00.
- b. Beginning at a point bearing north $18^{\circ}10'26''$ west and 25.00 feet distant from Station 6+93.86 of the aforesaid auxiliary baseline "A" and extending thence north $71^{\circ}49'34''$ east 453.86 feet; thence south $18^{\circ}10'26''$ east 50.00 feet; thence north $71^{\circ}49'34''$ east 78.02 feet to a point bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from station 1+71.30 of said auxiliary baseline "A".

Whereas, it now appears advisable to discontinue a portion of said State highway;

Now, therefore, acting under the provision of Section 12, Chapter 81 of the General Laws (Tercentenary Edition) and all other acts and parts of acts thereto enabling, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should discontinue as State highway a portion of the way so laid out and constructed.

The portion of the State highway hereby discontinued is bounded by a line beginning at a point on the easterly location line of the aforesaid 1953 State highway layout bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said 1953 layout and extending thence, following said 1953 location line, easterly by a curve to the right of 650.00 feet radius 56.22 feet; thence north $77^{\circ}06'58''$ east 408.26 feet; thence south $87^{\circ}30'34''$ east 280.51 feet; thence leaving said 1953 location line and following a former July 2, 1903 State highway location line south $74^{\circ}53'17''$ west 60.54 feet; thence south $7^{\circ}27'03''$ east 49.67 feet; thence leaving said onetime 1903 location line and in part following the line defining the boundary of the excluded area of said 1953 layout south $71^{\circ}49'34''$ west 145.42 feet; thence following said excluded area boundary line north $18^{\circ}10'26''$ west 50.00 feet; thence south $71^{\circ}49'$

west 510.00 feet; thence in part following said excluded area boundary line north $18^{\circ}10'26''$ west 134.96 feet to the point of beginning, hereinbefore described.

Note: On concurrence by the County Commissioners of Hampden County in the discontinuance hereinbefore described, a portion of the easterly location line of the aforesaid 1953 State highway layout is, in effect negated and henceforth shall be defined by a line described as follows:

Beginning at a point on said location line bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said layout and extending thence, leaving said location line south $18^{\circ}10'26''$ east 109.96 feet to a point on the line defining the boundary of the excluded area of said layout, said point bearing north $18^{\circ}10'26''$ west and being 50.00 feet distant from said Station 7+50.00; thence following said boundary line westerly to southerly (as established by the location line of the December 18, 1956 State highway alteration) to easterly to northerly and northwesterly to a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of said auxiliary baseline "A"; thence leaving said boundary line and extending north $71^{\circ}49'34''$ east 67.40 feet to a point bearing south $7^{\circ}27'03''$ east and 25.44 feet distant from Station 0+89.85 of said auxiliary baseline "A"; thence north $7^{\circ}27'03''$ west 49.67 feet to a point bearing north $7^{\circ}27'03''$ west and 24.23 feet distant from said Station 0+89.85; thence north $74^{\circ}53'17''$ east 60.54 feet to the point of ending thereof, said point marking the northerly end of the southeasterly location line of the July 2, 1903 State highway layout on River Road and bearing north $18^{\circ}10'26''$ west and being 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

The above-described location line is to be further defined by bounds set thereon at the point of beginning thereof, hereinbefore described, and at points thereon bearing south $7^{\circ}27'03''$ east and north $7^{\circ}27'03''$ west and 25.44 feet and 24.23 feet distant respectively from Station 0+89.85 of auxiliary baseline "A" of the aforesaid 1953 State highway layout.

The right of access to and egress from the State highway is limited being permitted across the easterly location line thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed across said location line between a point thereon bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of the aforesaid 1953 State highway layout and a point thereon bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from said Station 7+50.00.

2. Free access to and egress from said location is allowed across said location line between a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of the aforesaid auxiliary baseline "A" and a point thereon bearing north $18^{\circ}10'26''$ west and 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

3. The limited access provisions of the August 25, 1953 State highway layout and the December 18, 1956 State highway alteration shall govern for that portion of said location line extending between a point thereon bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from Station 7+50.00 of the aforesaid auxiliary baseline "A" and a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of said auxiliary baseline "A".

The above-described access-egress items 1 and 2 are indicated on the plan hereinafter referred to.

The State highway altered and laid out as hereinbefore described and the portion of State highway hereby discontinued are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

1974

in Agawam

Page 5

"THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD IN THE TOWN OF
AGAWAM
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
DEPARTMENT OF PUBLIC WORKS

September 11, 1974

Scale: 40 feet to the inch",

It is therefore

Voted, that said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, and, that the portion of said State highway location discontinued as described herein and as described and shown on said plan be and the same is hereby discontinued; that when the County Commissioners of the County of Hampden have indicated their concurrence in this matter by attaching their signatures hereto and to said plan, the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan and has discontinued said portion of State highway in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eleventh day of September, 1974.

A TRUE COPY - ATTEST

Theodore C. Palizzolo, Jr.

ACTING SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

/s/ Theodore C. Palizzolo, Jr. Layout Engineer

Members

/s/ Malcolm E. Graf of the

/s/ Peter E. Donadio Public Works

/s/ John G. Wofford Commission

THE COMMONWEALTH OF MASSACHUSETTS

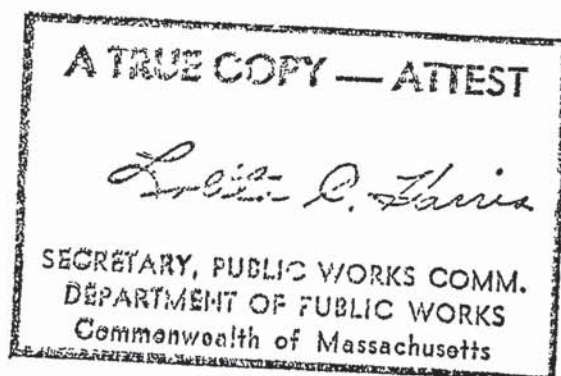
The County Commissioners of the County of Hampden, all duly chosen, qualified and acting, herein join in and signify their approval of said discontinuance and their concurrence with the said Department of Public Works therein and in any act, matter and thing connected therewith

Witness our hands this 31st day of December 1974

/s/ Armando G. Dimauro _____ County

/s/ Richard S. Thomas _____ Commissioners

/s/ Patrick Bresnahan _____ of
Hampden County





The Commonwealth of Massachusetts

Department of Public Works

Office of the Secretary

100 Nashua Street, Boston 02114

Agawam
L.O. No. 6075

September 13, 1974

Armando G. Dimauro, Chairman
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

I am sending you herewith an order of the Department of Public Works, dated September 11, 1974, discontinuing as State Highway a portion of the August 25, 1953 (Layout No. 4068) Route 5 on Beacon Street in the Town of Agawam. I am sending you the plan referred to in said order of discontinuance.

If such discontinuance meets with the approval of the County Commissioners, will you please have the order and plan signed by your Board, and return signed, the plan and both copies of description, the same will be officially filed with you at a later date.

Very truly yours,

Lolita C. Harris

LOLITA C. HARRIS
Acting Secretary
Public Works Commission

C. J. Conway

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oooOooo---

Agawam
Layout No. 6075

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of August 25, 1953 (Layout No. 4068), lay out and take charge of as a limited access State highway, a road in the Town of Agawam, County of Hampden, being known as Route 5, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

Whereas, it now appears advisable to revise the limited access provisions of said State highway at a location locally known as Meadow Street;

Now therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The restrictions of access-egress imposed under the aforesaid 1953 State highway layout are hereby voided insofar as applicable to those portions of the location lines thereof described as follows, and free access to and egress from said location is hereby allowed:

1. Across the easterly location line, between a point thereon bearing north 18°10'26" west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said 1953 layout and a point thereon bearing north 18°10'26" west and 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

2. Across the line defining the boundary of the excluded area, across those portions thereof described as follows:

- a. Beginning at a point bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from Station 7+50.00 of the aforesaid auxiliary baseline "A" and extending thence south $18^{\circ}10'26''$ east 25.00 feet to a point bearing north $18^{\circ}10'26''$ west and 25.00 feet distant from said Station 7+50.00.
- b. Beginning at a point bearing north $18^{\circ}10'26''$ west and 25.00 feet distant from Station 6+93.86 of the aforesaid auxiliary baseline "A" and extending thence north $71^{\circ}49'34''$ east 453.86 feet; thence south $18^{\circ}10'26''$ east 50.00 feet; thence north $71^{\circ}49'34''$ east 78.02 feet to a point bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from station 1+71.30 of said auxiliary baseline "A".

Whereas, it now appears advisable to discontinue a portion of said State highway;

Now, therefore, acting under the provision of Section 12, Chapter 81 of the General Laws (Tercentenary Edition) and all other acts and parts of acts thereto enabling, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should discontinue as State highway a portion of the way so laid out and constructed.

The portion of the State highway hereby discontinued is bounded by a line beginning at a point on the easterly location line of the aforesaid 1953 State highway layout bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said 1953 layout and extending thence, following said 1953 location line, easterly by a curve to the right of 650.00 feet radius 56.22 feet; thence north $77^{\circ}06'58''$ east 408.26 feet; thence south $87^{\circ}30'34''$ east 280.51 feet; thence leaving said 1953 location line and following a former July 2, 1903 State highway location line south $74^{\circ}53'17''$ west 60.54 feet; thence south $7^{\circ}27'03''$ east 49.67 feet; thence leaving said onetime 1903 location line and in part following the line defining the boundary of the excluded area of said 1953 layout south $71^{\circ}49'34''$ west 145.42 feet; thence following said excluded area boundary line north $18^{\circ}10'26''$ west 50.00 feet; thence south $71^{\circ}49'34''$

west 510.00 feet; thence in part following said excluded area boundary line north $18^{\circ}10'26''$ west 134.96 feet to the point of beginning, hereinbefore described.

Note: On concurrence by the County Commissioners of Hampden County in the discontinuance hereinbefore described, a portion of the easterly location line of the aforesaid 1953 State highway layout is, in effect, negated and henceforth shall be defined by a line described as follows:

Beginning at a point on said location line bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of said layout and extending thence, leaving said location line south $18^{\circ}10'26''$ east 109.96 feet to a point on the line defining the boundary of the excluded area of said layout, said point bearing north $18^{\circ}10'26''$ west and being 50.00 feet distant from said Station 7+50.00; thence following said boundary line westerly to southerly (as established by the location line of the December 18, 1956 State highway alteration) to easterly to northerly and northwesterly to a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of said auxiliary baseline "A"; thence leaving said boundary line and extending north $71^{\circ}49'34''$ east 67.40 feet to a point bearing south $7^{\circ}27'03''$ east and 25.44 feet distant from Station 0+89.85 of said auxiliary baseline "A"; thence north $7^{\circ}27'03''$ west 49.67 feet to a point bearing north $7^{\circ}27'03''$ west and 24.23 feet distant from said Station 0+89.85; thence north $74^{\circ}53'17''$ east 60.54 feet to the point of ending thereof, said point marking the northerly end of the southeasterly location line of the July 2, 1903 State highway layout on River Road and bearing north $18^{\circ}10'26''$ west and being 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

The above-described location line is to be further defined by bounds set thereon at the point of beginning thereof, hereinbefore described, and at points thereon bearing south $7^{\circ}27'03''$ east and north $7^{\circ}27'03''$ west and 25.44 feet and 24.23 feet distant respectively from Station 0+89.85 of auxiliary baseline "A" of the aforesaid 1953 State highway layout.

in Agawam

1974

The right of access to and egress from the State highway is limited being permitted across the easterly location line thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed across said location line between a point thereon bearing north $18^{\circ}10'26''$ west and 159.96 feet distant from Station 7+50.00 of auxiliary baseline "A" of the aforesaid 1953 State highway layout and a point thereon bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from said Station 7+50.00.

2. Free access to and egress from said location is allowed across said location line between a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of the aforesaid auxiliary baseline "A" and a point thereon bearing north $18^{\circ}10'26''$ west and 20.57 feet distant from Station 0+24.89 of said auxiliary baseline "A".

3. The limited access provisions of the August 25, 1953 State highway layout and the December 18, 1956 State highway alteration shall govern for that portion of said location line extending between a point thereon bearing north $18^{\circ}10'26''$ west and 50.00 feet distant from Station 7+50.00 of the aforesaid auxiliary baseline "A" and a point thereon bearing south $38^{\circ}36'52''$ east and 26.68 feet distant from Station 1+71.30 of said auxiliary baseline "A".

The above-described access-egress items 1 and 2 are indicated on the plan hereinafter referred to.

The State highway altered and laid out as hereinbefore described and the portion of State highway hereby discontinued are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

1974

in Agawam

Page 5

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE TOWN OF

AGAWAM

HAMPDEN COUNTY

Altered and laid out as a State Highway by the

DEPARTMENT OF PUBLIC WORKS

September 11, 1974

Scale: 40 feet to the inch",

It is therefore

Voted, that said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, and, that the portion of said State highway location discontinued as described herein and as described and shown on said plan be and the same is hereby discontinued; that when the County Commissioners of the County of Hampden have indicated their concurrence in this matter by attaching their signatures hereto and to said plan, the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan and has discontinued said portion of State highway in accordance with said plan, together with a copy of this adjudication and vote.

ated at Boston this eleventh day of September, 1974.

Members

Malcolm C. Grogan

of the

John E. Quinlan

Public Works

John G. W. Ford

Commission

Theodore P. Palizzolo

LAYOUT Engineer

1974

THE COMMONWEALTH OF MASSACHUSETTS

The County Commissioners of the County of Hampden, all duly chosen, qualified and acting, herein join in and signify their approval of said discontinuance and their concurrence with the said Department of Public Works therein and in any act, matter and thing connected therewith

Witness our hands this 31st day of December, 1974

Samuel J. Thomas County

Richard J. Thomas Commissioners

Robert J. Thomas of
Hampden County



Agawam
L.O. No. 6075

The Commonwealth of Massachusetts
Department of Public Works
Office of the Secretary
100 Nashua Street, Boston 02114

January 22, 1975

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated September 11, 1974 purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has discontinued as a State highway a portion of State highway previously laid out under date of August 25, 1953 (Layout No. 4068) in the Town of Agawam, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the discontinuance of said portion of State highway is also enclosed for filing in your office.

Kindly sign the enclosed form of receipt and return same to this office as soon as possible.

Very truly yours,

Lolita C. Harris
LOLITA C. HARRIS *Edl.*

Secretary Public Works Commission

LCH:edl
enc.

1981

Agawam



**STATE LAYOUT PLAN # 3558 (001)
Federal Aid Urban System Route
Shoemaker Lane, Suffield St. to Poplar St.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 216 PAGE 76-88
layout alterations.**

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STATE LAYOUT PLAN # 3558 (001)

- Image Info** SH50008 Agawam
- Image Info** SH50008 Cesan Street
- Image Info** SH50008 Poplar Street
- Image Info** SH50008 Shoemaker Lane
- Image Info** SH50008 Silver Street
- Image Info** SH50008 Suffield Street

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

RECONSTRUCTION PROJECT
SHOEMAKER LANE
IN THE TOWN OF
AGAWAM
HAMPDEN COUNTY

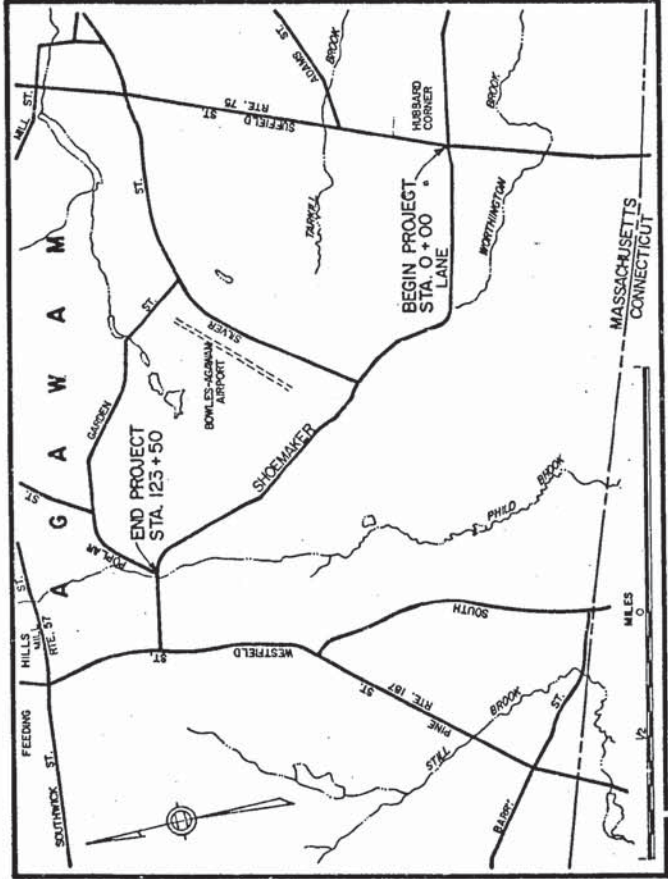
FEDERAL AID URBAN SYSTEM ROUTE NO. 3558 (001)

INDEX

IA	TITLE SHEET
SHT. NO. 1-2	BORINGS
3	TYPICAL SECTIONS & PAVEMENT NOTES
4-15	ROADWAY CONSTRUCTION PLANS
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28	DRAINAGE CHANNEL IMPROVEMENTS - SECTIONS - STA. 71+25
29	DRAINAGE CHANNEL IMPROVEMENTS - PLAN & PROFILE STA. 80+35
30	DRAINAGE CHANNEL IMPROVEMENTS - SECTIONS - STA. 80+35
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32	DRAINAGE CHANNEL IMPROVEMENTS - SECTIONS - STA. 103+75
33	DRAINAGE DETAILS
34-87	ROADWAY CROSS SECTIONS

CONVENTIONAL SIGNS

COUNTY, CITY, OR TOWN BOUNDARY	---
COUNTY, CITY, OR TOWN SIDE LINE	---
FENCE LINE	---
BASE LINE OR SURVEY LINE	---
RIGHT OF WAY LINE	---
CULVERT	---



DESIGN DESIGNATION

DESIGN SPEED	40
ADT (1980)	2450
ADT (2000)	(4640)
K	10%
D	65%
T (PEAK HOUR)	4%
T (AVERAGE DAY)	6%
DHV	365
DDHV	220

TIGHE & BOND/SCI
CONSULTING ENGINEERS
EASTHAMPTON, MASSACHUSETTS

RECOMMENDED FOR APPROVAL

Robert J. McLaughlin, P.E.
CHIEF ENGINEER

APPROVED

COMMISSIONER OF PUBLIC WORKS

ASSOCIATE COMMISSIONER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

DIVISION ADMINISTRATOR

LENGTH OF PROJECT 12,350 FT. = 2.34 MILES

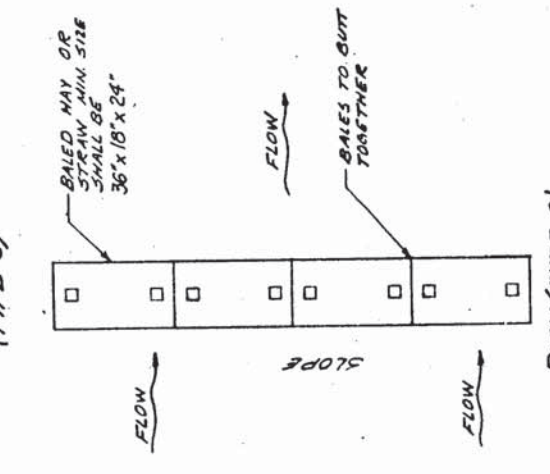
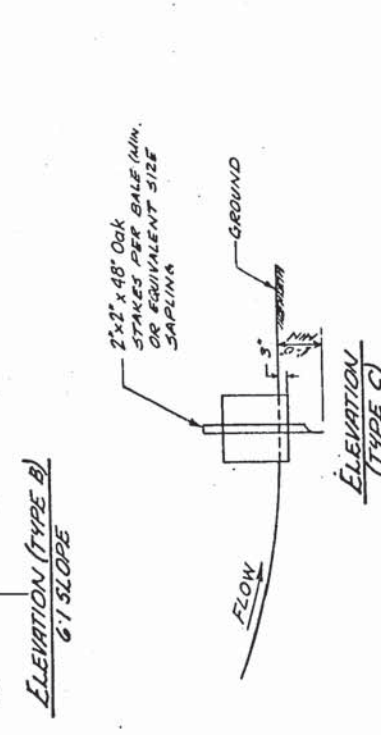
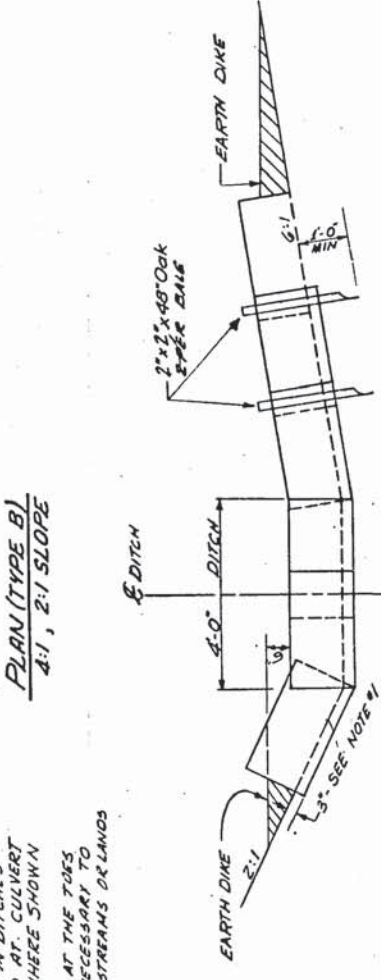
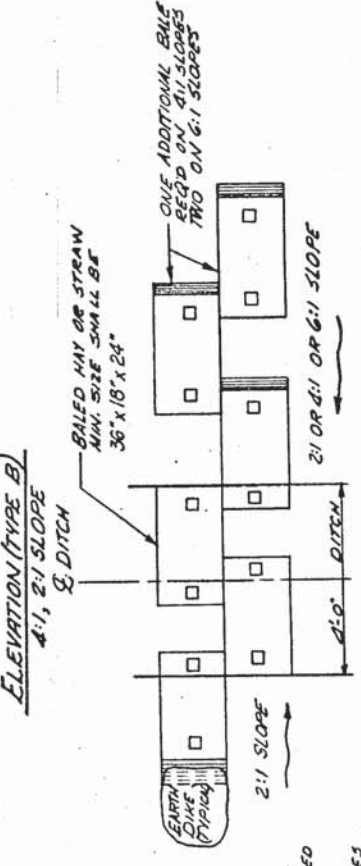
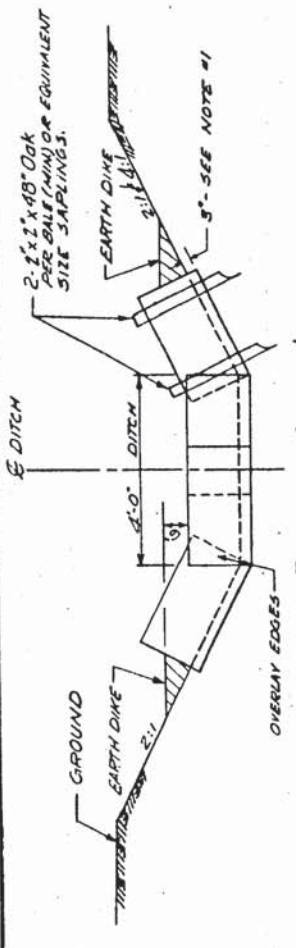
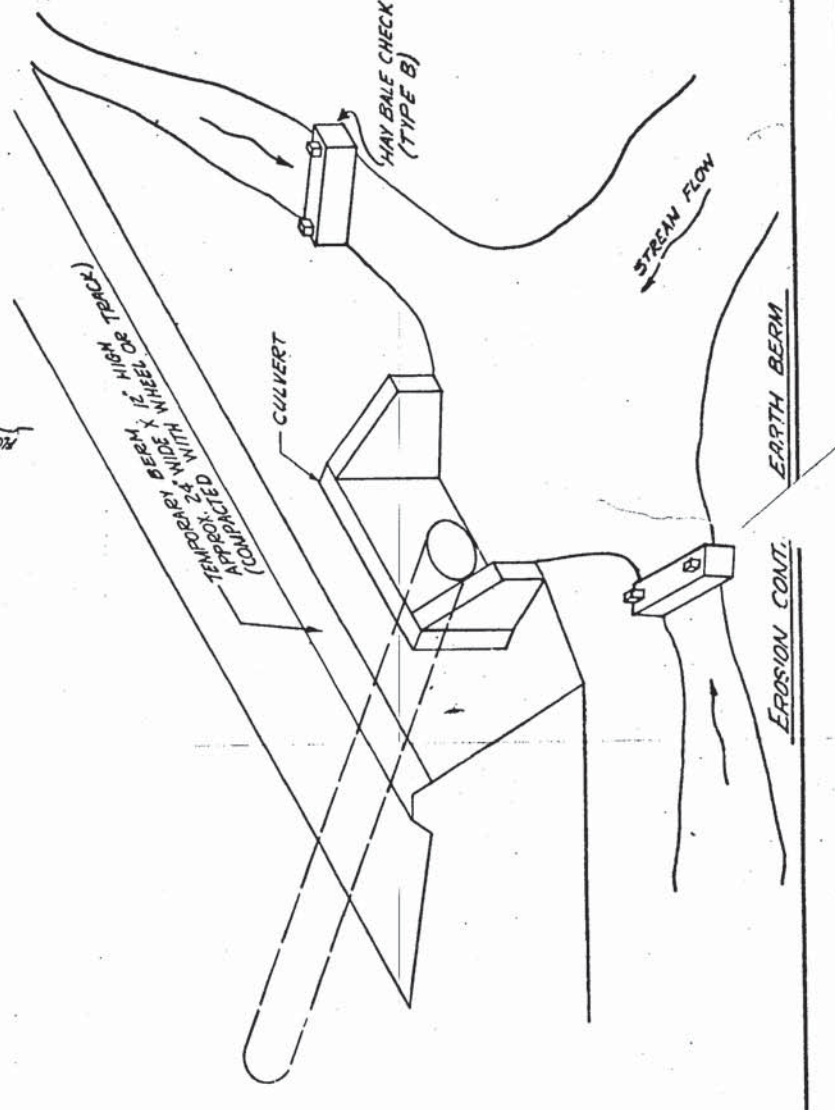
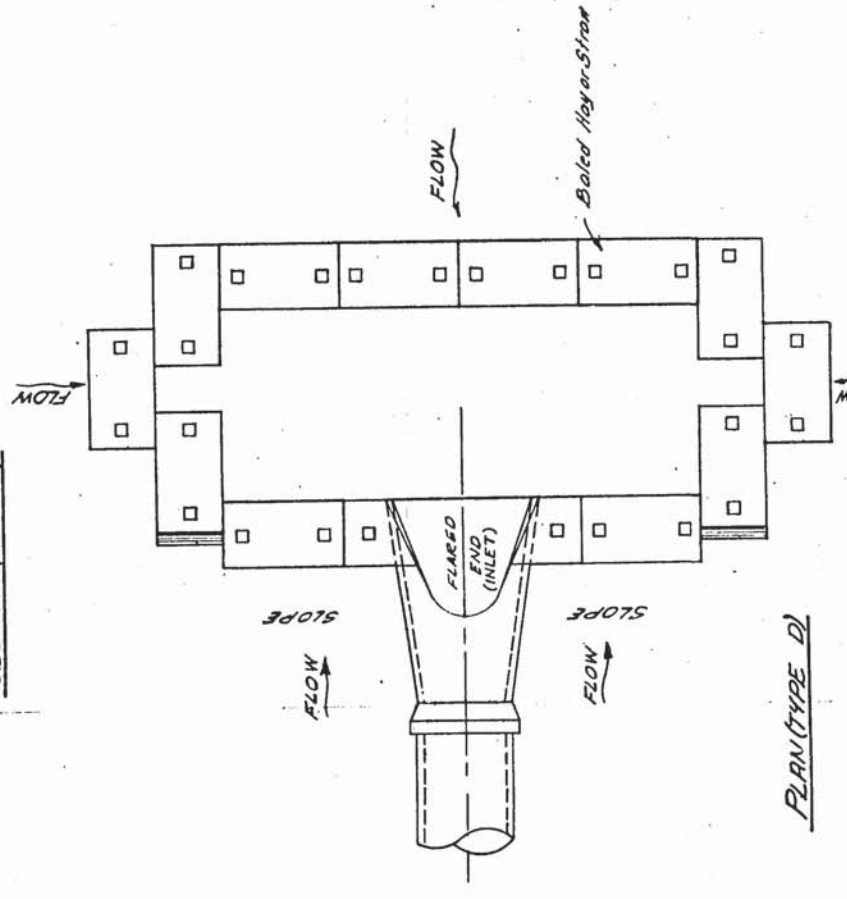
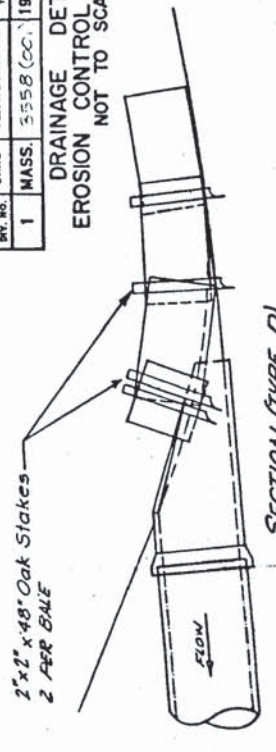
DATE	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	3558(001)	1981	1A	57

AGAWAM
SHOEMAKER LANE

THE 1973 SPECIFICATIONS, THE 1977
CONSTRUCTION STANDARDS AND THE
1978 MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES FOR STREETS
AND HIGHWAYS AND THE 1981
STANDARD DRAWINGS FOR SIGNS
AND SUPPORTS WILL GOVERN.

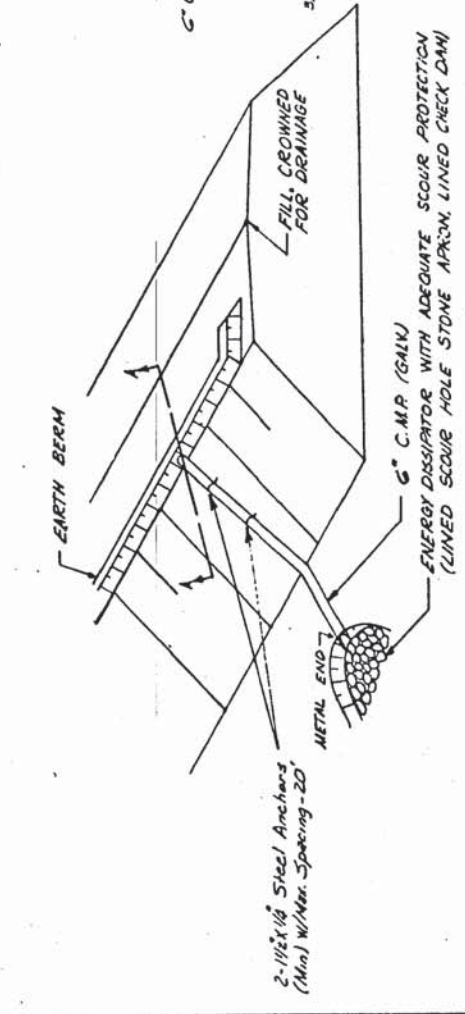
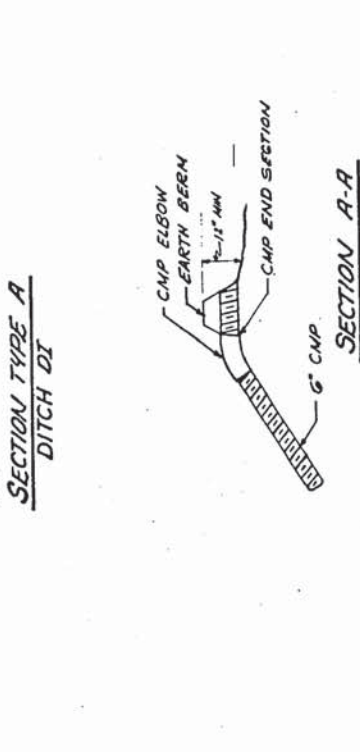
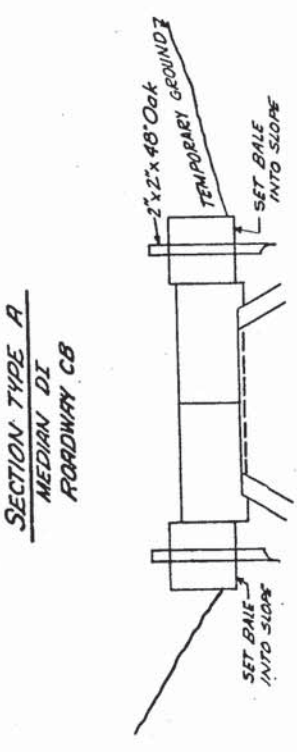
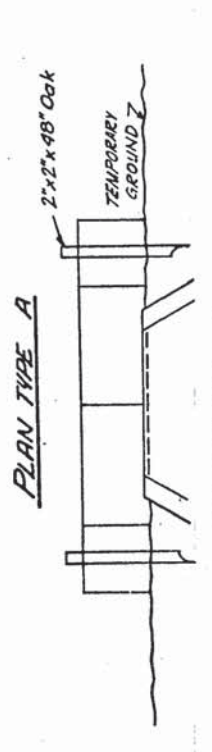
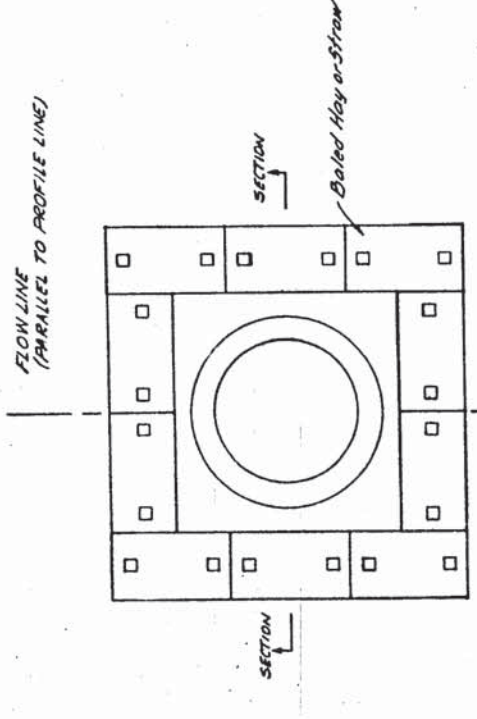
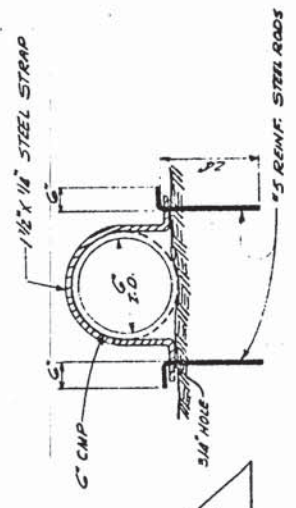
NO.	DATE	REV.	BY	CHK.	APP.	TOTAL
1	MASS.	3558	CO.	19	21	33
1	MASS.	3558	CO.	19	21	33
1	MASS.	3558	CO.	19	21	33

SECTION DETAILS
EROSION CONTROL DETAILS
NOT TO SCALE



- NOTES:
1. BALES TO BE PLACED MIN. 3" BELOW TOP GRADE OR FINISH GRADE, AS DIRECTED, AROUND BASINS AND INLETS ON CLOSED SYSTEMS AND WHERE SHOWN ON THE PLANS.
 2. TYPE B TO BE USED IN DITCHES ON THE PLANS.
 3. TYPE C TO BE USED AT THE INLET OR OUTLET OF THE SLOPE DRAIN.
 4. TYPE D TO BE USED AT THE INLET OR OUTLET OF THE SLOPE DRAIN.
 5. TYPE E TO BE USED AT THE INLET OR OUTLET OF THE SLOPE DRAIN.

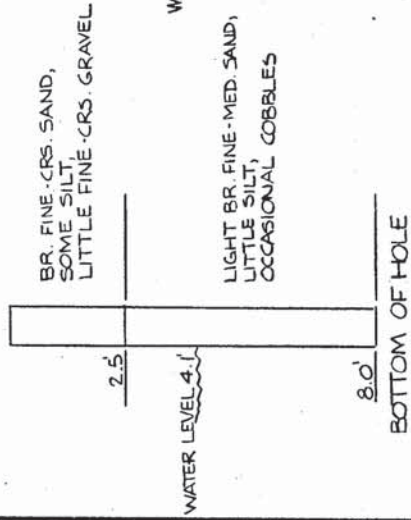
- NOTES:
1. USE ON LARGE FILL'S CLOSELY PARALLEL STREAMS OR OTHER CRITICAL AREAS.
 2. LOCATE DOWN DRAIN IN AN AREA WITH ADEQUATE SPACE TO DISSIPATE ENERGY AND COLLECT SEDIMENT BEFORE DISCHARGING INTO STREAM.
 3. IF EMBANKMENT IS HIGHLY ERODIBLE A SEDIMENT TRAP SHOULD BE USED AT THE INLET OR OUTLET OF THE SLOPE DRAIN.
 4. EARTH BERM SHOULD BE HIGH ENOUGH TO PREVENT WASHOUT OF SLOPE DRAIN.



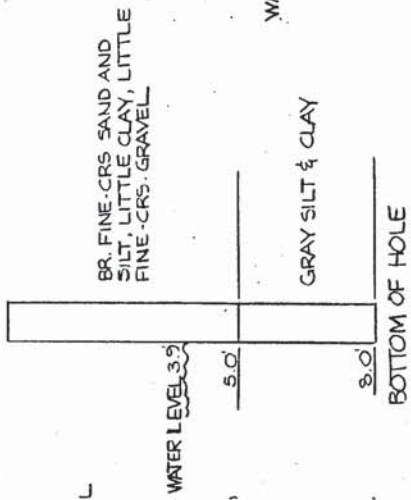
EROSION CONTROL EARTH BERM

AGAWAM, MAVER SHEMMEK LANE			
NO. 1	STATE	FEB. 1980	19-11
1	MASS.	3558 (00)	2
27			

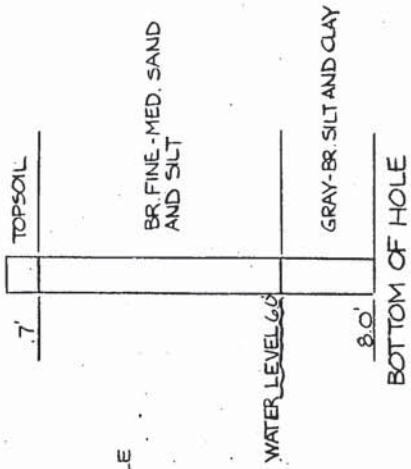
BORING #AH-1
STA. 1+25 - 20' RT.
GROUND ELEV. = 119.0



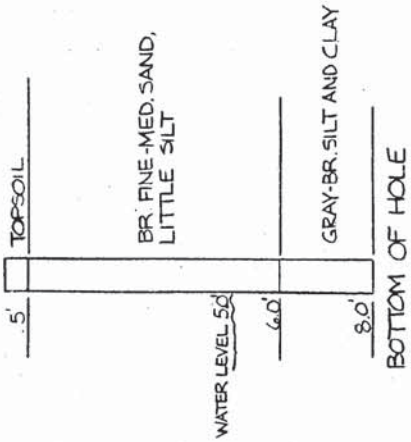
BORING #AH-2
STA. 8+15 - 15' RT.
GROUND ELEV. = 124.8



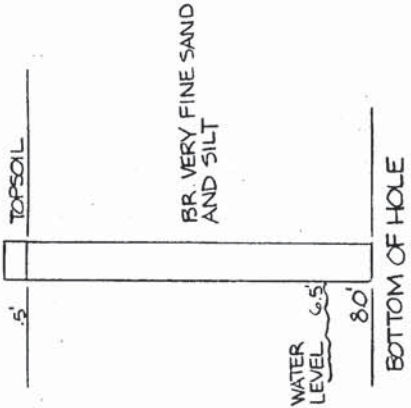
BORING #AH-3
STA. 14+95 - 25' RT.
GROUND ELEV. = 132.0



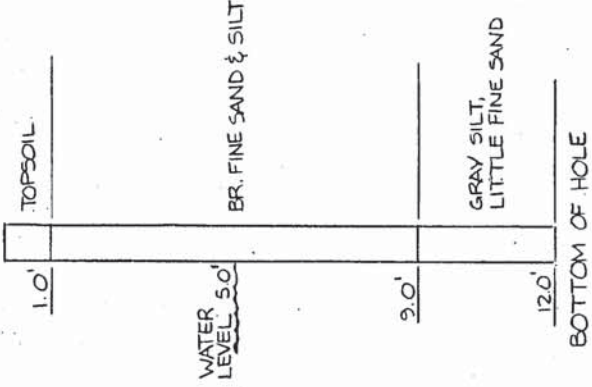
BORING #AH-4
STA. 22+80 - 17' RT.
GROUND ELEV. = 159.0



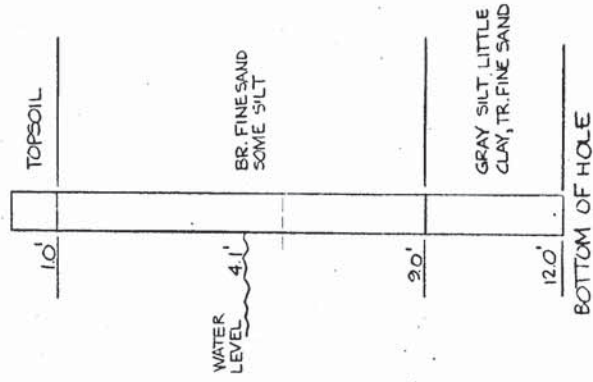
BORING #AH-5
STA. 30+90 - 15' RT.
GROUND ELEV. = 176.5



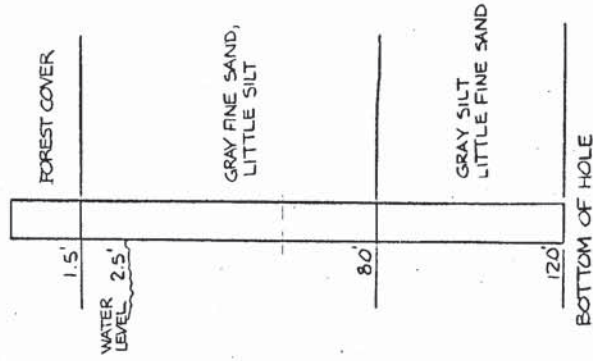
BORING #AH-6
STA. 38+35 - 8' RT.
GROUND ELEV. = 173.5



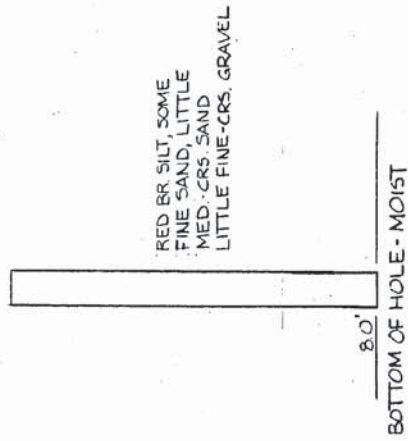
BORING #AH-7
STA. 44+50 - 17' RT.
GROUND ELEV. = 177.1



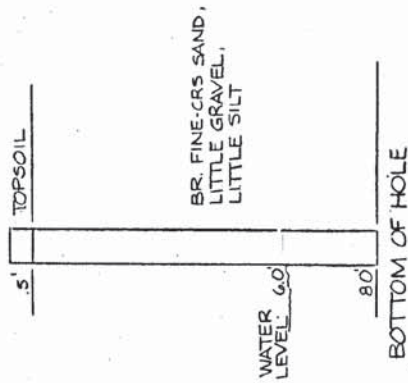
BORING #AH-8
STA. 51+65 - 15' RT.
GROUND ELEV. = 178.2



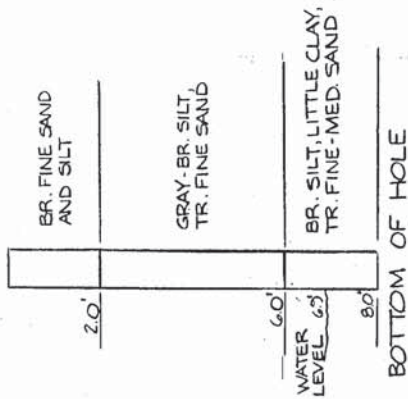
BORING #AH-9
STA. 60+75 - 40' RT.
GROUND ELEV. = 185.0



BORING #AH-10
STA. 115+60 - 20' RT.
GROUND ELEV. = 191.7



BORING #AH-11
STA. 122+75 - 55' RT.
GROUND ELEV. = 186.0

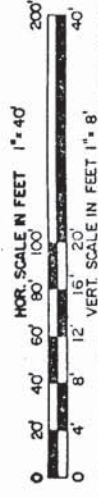


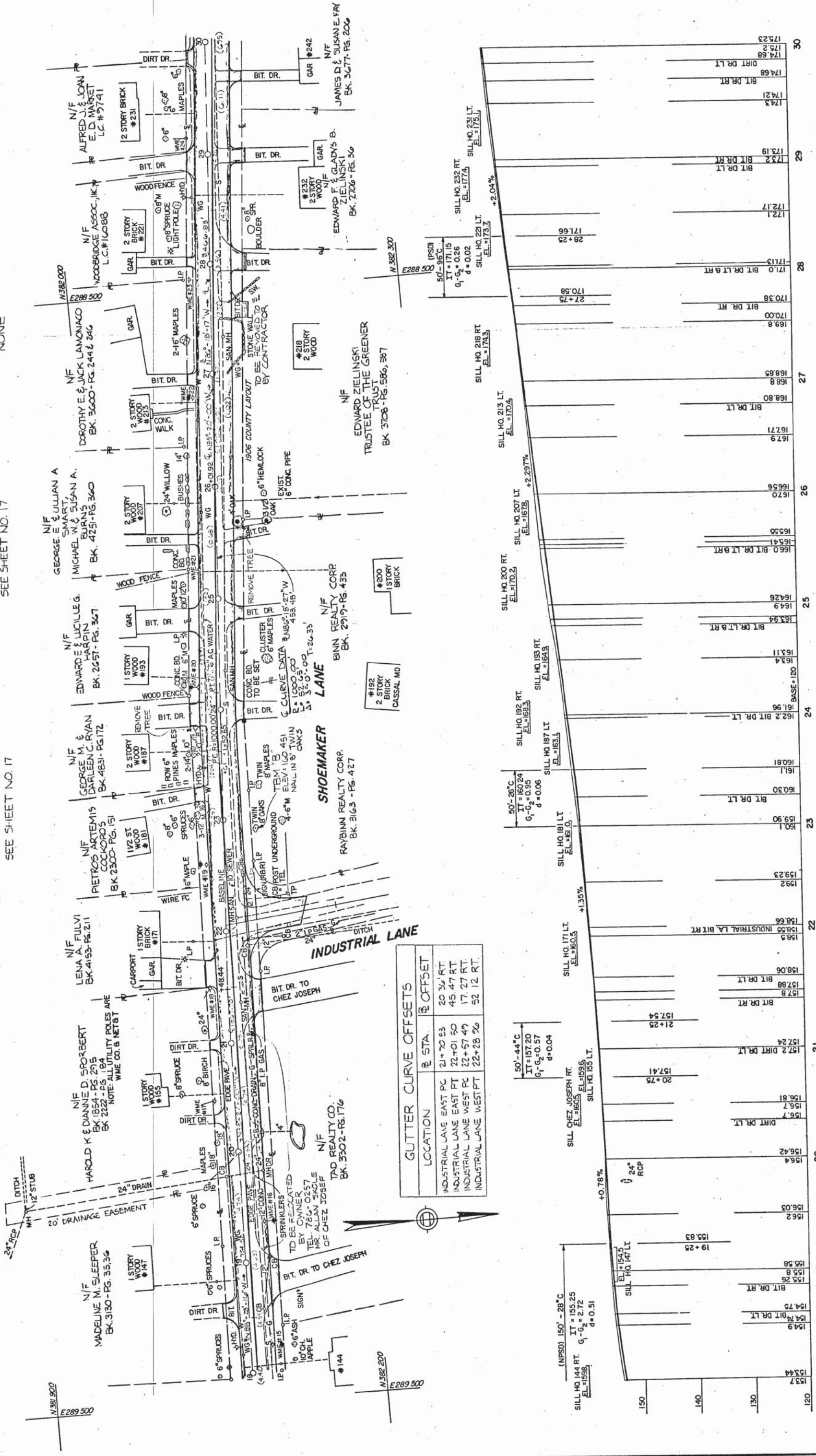
NO. SCALE
HOR. SCALE IN FEET



DRAWN BY
TRACED BY
CHECKED BY
APPROVED BY

100





DATE	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	3558 (001)	1981	4	87

HIGHWAY GUARD
STEEL BEAM-TYPE 55-I FACE GALV.
LEFT-STA 0+30 (TS) TO STA 5+25 (BE)
LEFT-STA 7+50 (TS) TO STA 8+25 (BE)
RIGHT-STA 7+35 (BE) TO STA 8+10 (TS)

DRAINAGE DETAILS
SEE SHEET NO. 16

WATER SUPPLY ALTERATIONS
SEE SHEET NO. 16

N/F
W.M.E. CO.
BK. 3150-PG. 17

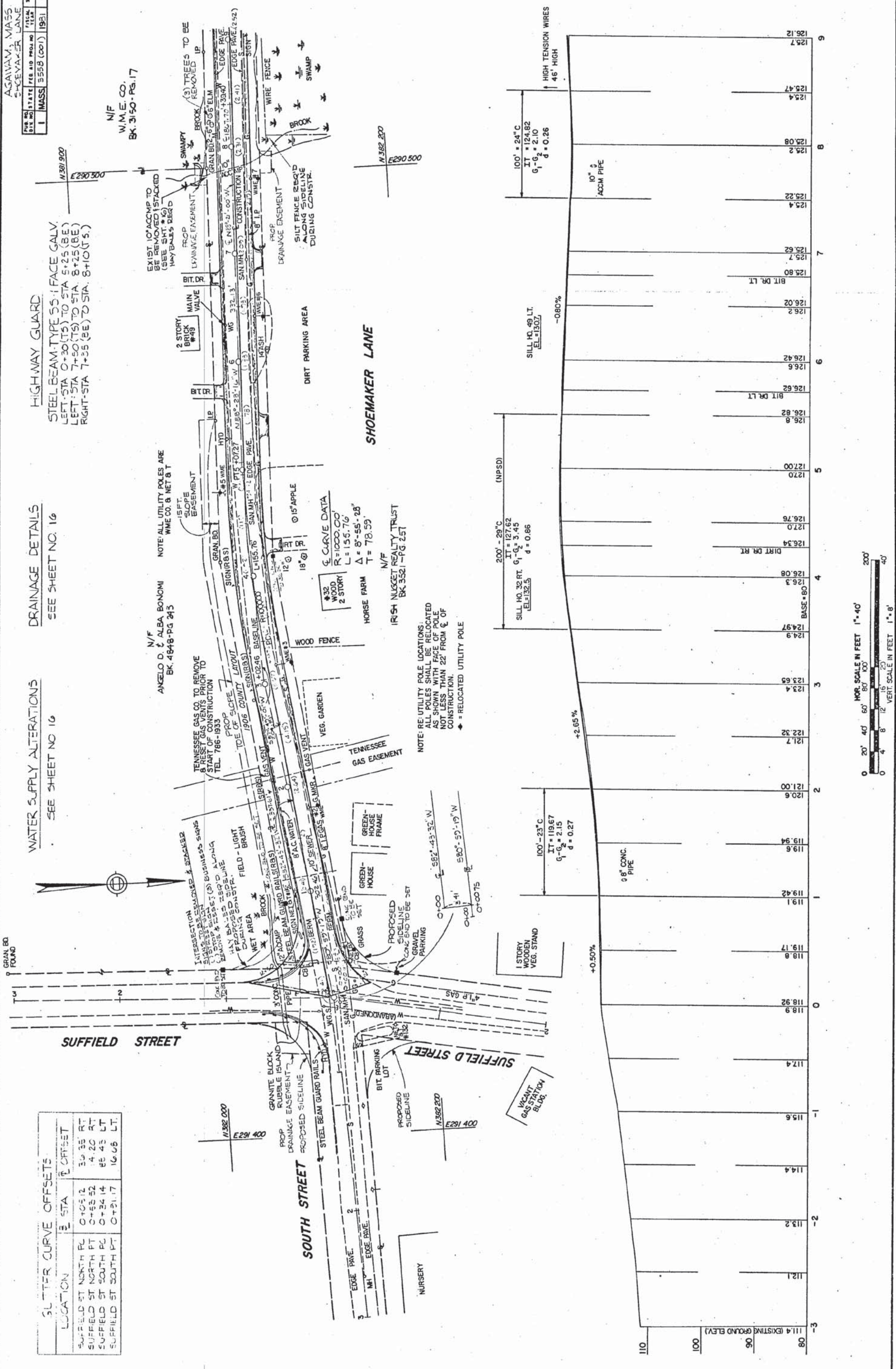
N/F
ANGELO D. & ALBA BONOMO
BK. 4848-PG. 243

TENNESSEE GAS CO. TO REMOVE
8 RESET GAS VENTS PRIOR TO
START OF CONSTRUCTION
TEL. 786-1933

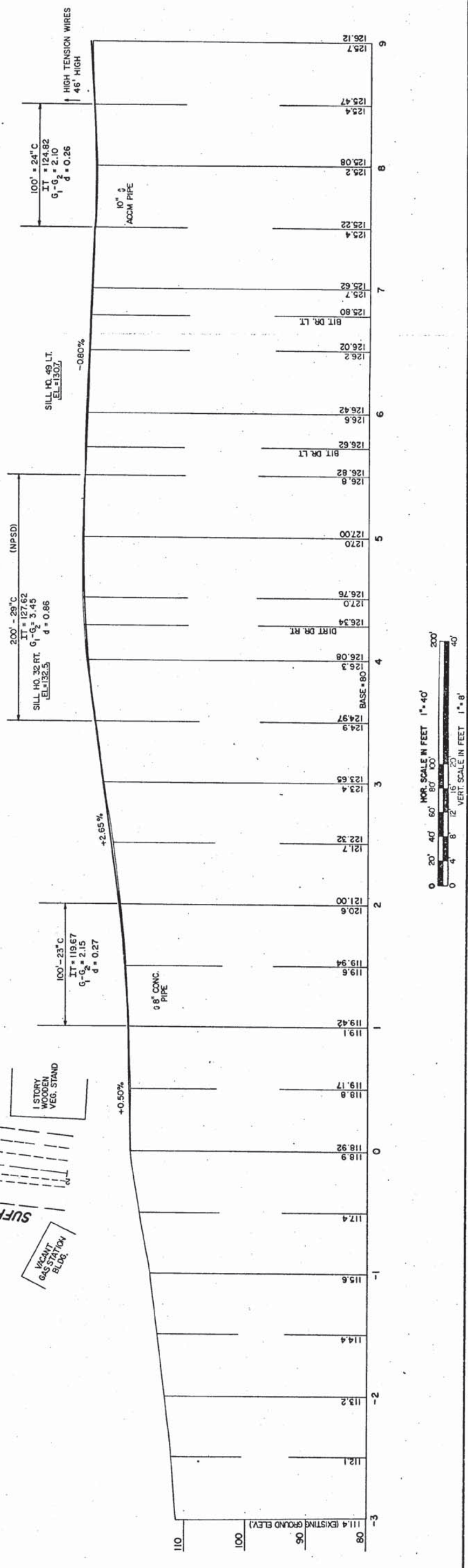
N/F
IRISH MUSKET REALTY TRUST
BK. 3521-PG. 251

SOUTH STREET

SHOEMAKER LANE

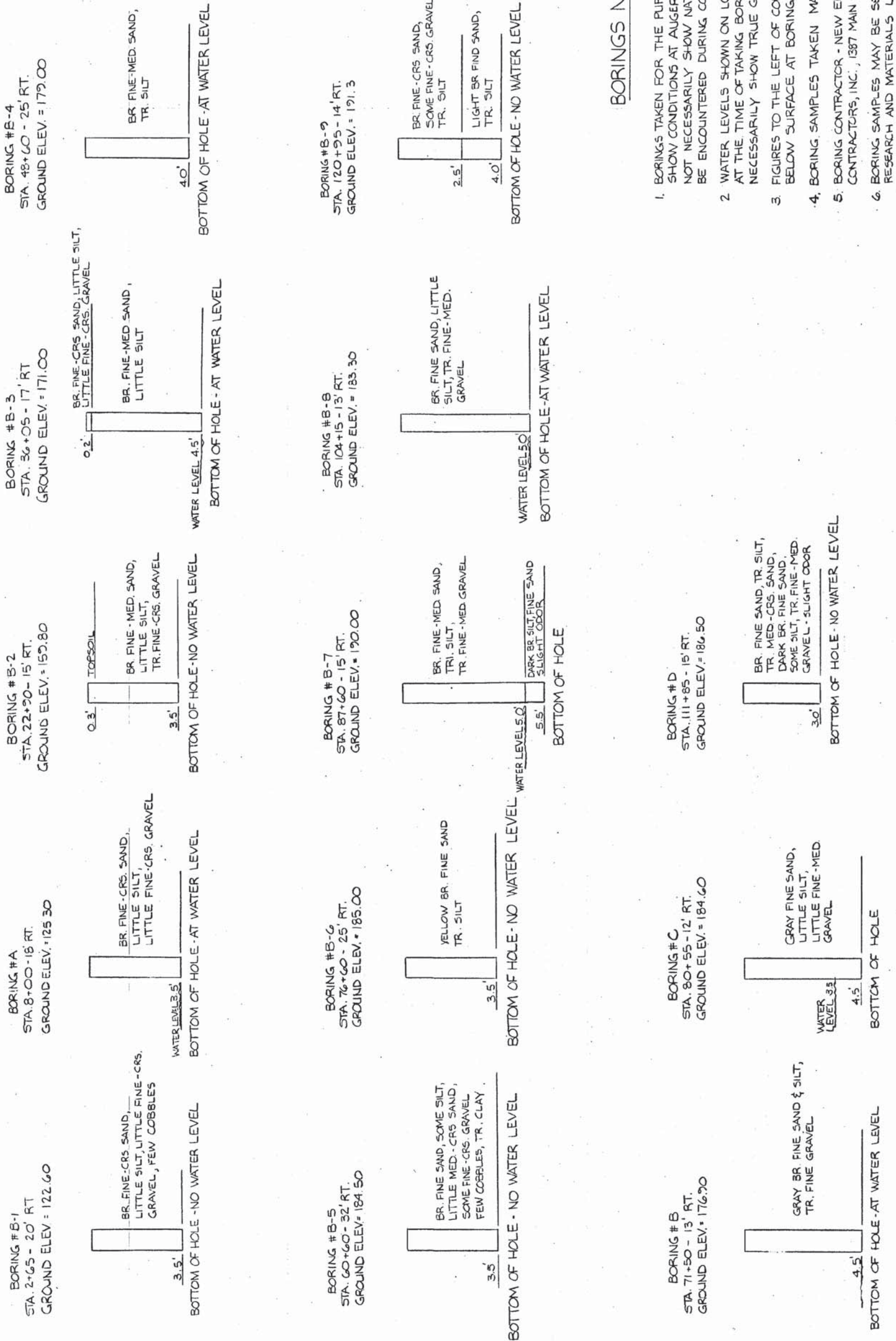


SPLITTER CURVE OFFSETS		
LOCATION	STATION	OFFSET
SUFFIELD ST NORTH PC	0+05.12	30.35 RT
SUFFIELD ST NORTH PT	0+55.52	14.20 RT
SUFFIELD ST SOUTH PC	0+24.14	85.43 LT
SUFFIELD ST SOUTH PT	0+21.17	16.06 LT



COMMON MASS SHREVEPORT, LAKE				
FILE NO.	STATE	FED AID PROJ NO.	FISCAL YEAR	SHEET NO.
1	MASS	3558(00)	1971	1
				TOTAL SHEETS
				57

BORING LOGS

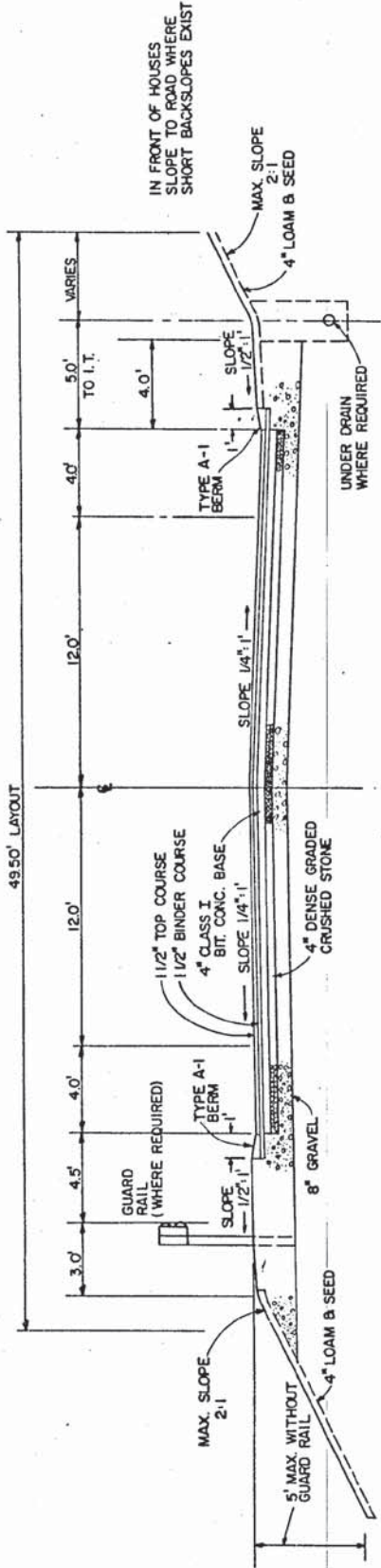


BORINGS NOTES

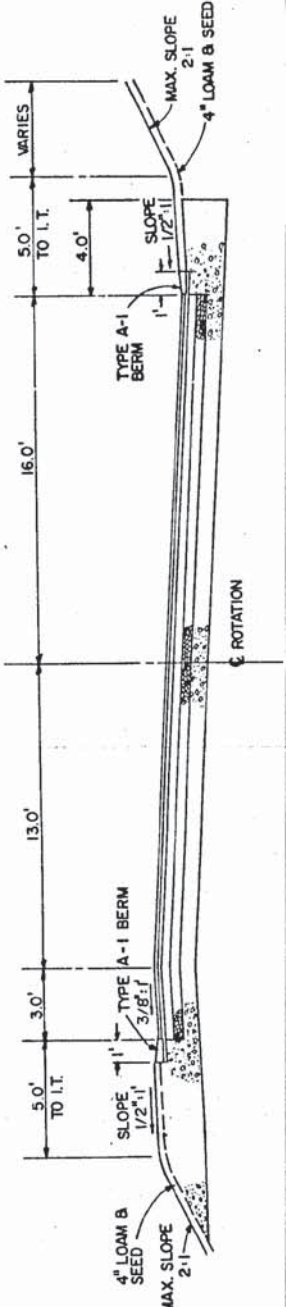
1. BORINGS TAKEN FOR THE PURPOSE OF DESIGN AND SHOW CONDITIONS AT AUGER BORING ONLY, BUT DO NOT NECESSARILY SHOW NATURE OF MATERIALS TO BE ENCOUNTERED DURING CONSTRUCTION.
2. WATER LEVELS SHOWN ON LOGS WERE OBSERVED AT THE TIME OF TAKING BORINGS AND DO NOT NECESSARILY SHOW TRUE GROUND WATER ELEVATION.
3. FIGURES TO THE LEFT OF COLUMNS INDICATE DEPTH BELOW SURFACE AT BORING POINT.
4. BORING SAMPLES TAKEN MAY 7, 1980.
5. BORING CONTRACTOR - NEW ENGLAND BORING CONTRACTORS, INC., 1387 MAIN ST., SPRINGFIELD, MASS.
6. BORING SAMPLES MAY BE SEEN AT THE DEPARTMENT RESEARCH AND MATERIALS LABORATORY.



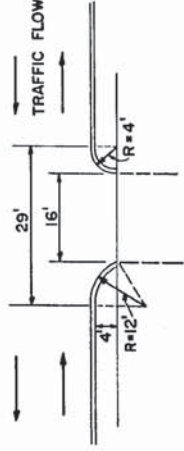
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CHECKED BY: RVL
TRACED BY: LJP
DRAWN BY: GCP



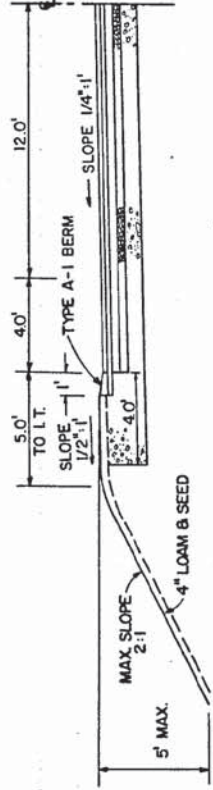
TYPICAL SECTION
SCALE: 1" = 4'-0"



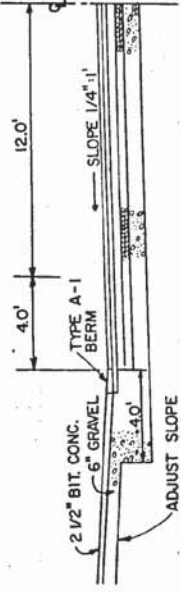
TYPICAL FULL BANK SECTION
SCALE: 1" = 4'-0"



TYPICAL BERM LAYOUT
AT DRIVES
NOT TO SCALE



TYPICAL HALF SECTION WITHOUT GUARD RAIL
SCALE: 1" = 4'-0"



TYPICAL HALF SECTION AT DRIVE
SCALE: 1" = 4'-0"

TYPICAL HALF SECTION WITH SIDEWALK
SCALE: 1" = 4'-0"

STA. 116+35# TO STA. 122+60 #

PAVEMENT NOTES

TRAVELED WAY

SURFACE COURSE

3" CLASS I BITUMINOUS CONCRETE PAVEMENT
TYPE I-1 PLACED IN TWO LAYERS, 1 1/2" TOP COURSE
MATERIAL OVER 1 1/2" BINDER COURSE MATERIAL

BASE COURSE

4" CLASS I BITUMINOUS CONCRETE BASE COURSE
TYPE I-1 PLACED IN ONE LAYER

SUB-BASE

4" DENSE GRADED CRUSHED STONE FOR SUB-BASE
OVER 8" GRAVEL

SHOULDER

PAVEMENT STRUCTURE SAME AS TRAVELED WAY

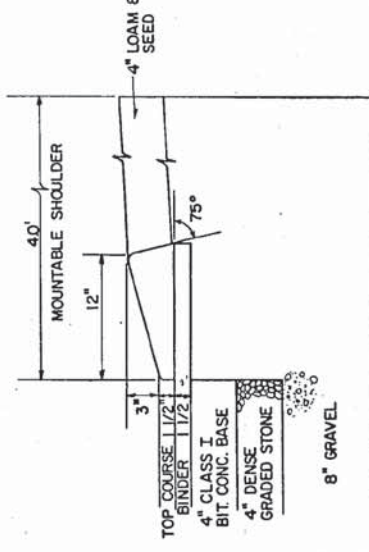
DRIVEWAYS & APRONS

SURFACE COURSE

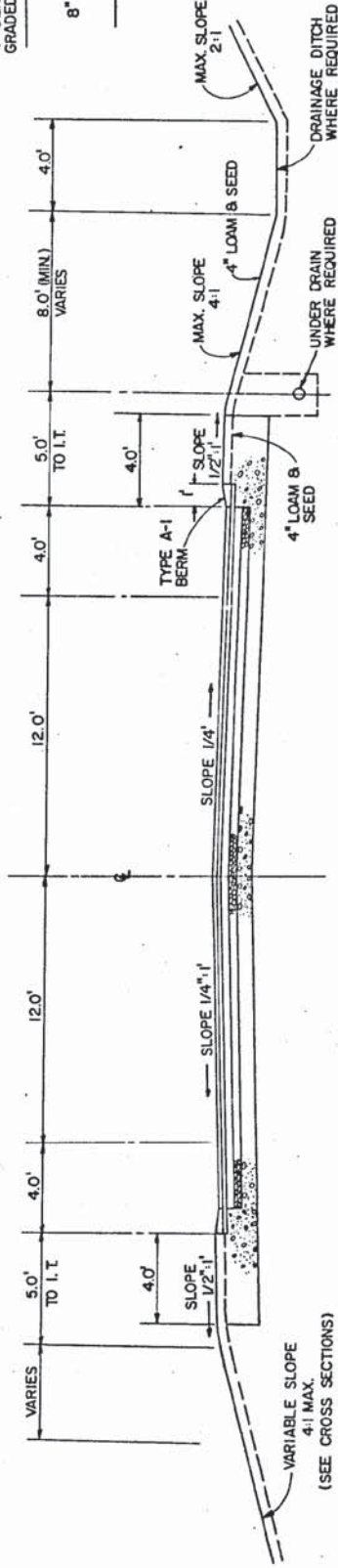
2 1/2" CLASS I BITUMINOUS CONCRETE PAVEMENT TYPE I-1
PLACED IN TWO LAYERS, 1 1/4" TOP COURSE MATERIAL
OVER 1 1/4" BINDER COURSE MATERIAL

SUB-BASE

6" GRAVEL



DETAIL - CLASS I BITUMINOUS
CONCRETE BERM TYPE A-1
SCALE: 1 1/2" = 1'-0"

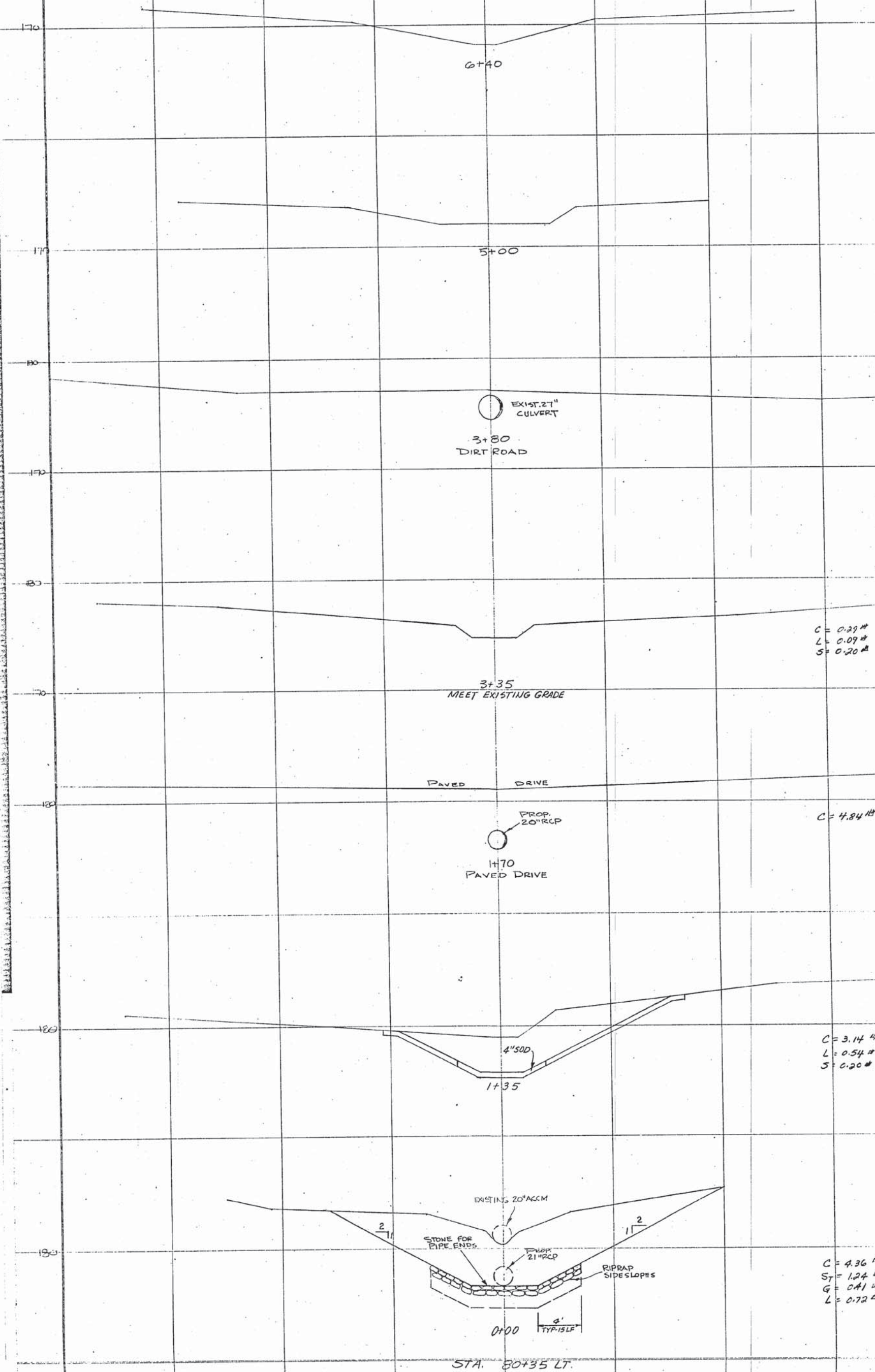


TYPICAL SECTION WITH DITCH
SCALE: 1" = 4'-0"

SCALE AS SHOWN
HOR. SCALE IN FEET

HED-093 12M-4-75-14408

CROSS-SECTIONS- 355B(001)	
PRELIMINARY	
PLOTTED BY LP	DATE DEC 19.81
CHECKED BY RWL	DATE DEC 19.81
NOTE BOOK No.	PAGE
TEMPLATES	
PLOTTED BY LP	DATE JAN 10.82
PLANIM. BY RWL	DATE JAN 19.82
CALC. BOOK No. 39	PAGE 30



HED-093

CROSS-SECTIONS- 3558 (001)

PRELIMINARY

PLOTTED BY LP

CHECKED BY RWL

NOTE BOOK No. 39

DATE DEC 19 81

DATE DEC 19 81

PAGE 28

TEMPLATES

PLOTTED BY LP

PLANIM. BY RWL

CALC. BOOK No. 39

DATE JAN 19 82

DATE JAN 19 82

PAGE 28

MEET EXISTING GRADE
AT STA. 6+00

C = 1.17 #
F = 0.37 #
L = 0.23 #
S = 0.20 #

C = 1.32 #
L = 0.29 #
S = 0.20 #

C = 2.08 #
L = 0.35 #
S = 0.20 #

C = 6.00 #
L = 0.74 #
S = 0.20 #

TRANSITION FROM 1.5:1
TO 2:1 SIDESLOPES
BETWEEN STA. 1+00 TO 2+00

C = 6.10 #
L = 0.89 #
S = 0.20 #

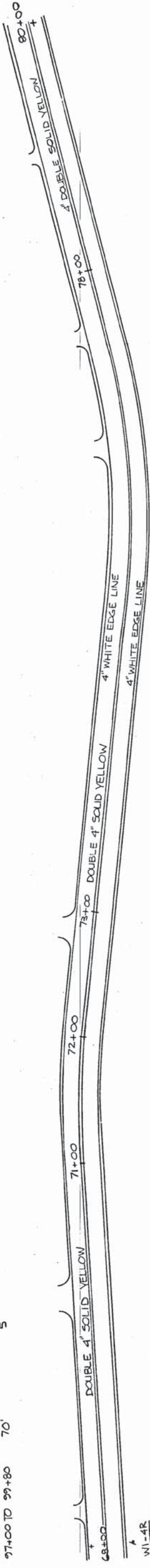
C = 9.21 #
S_F = 1.87 #
G = 0.62 #
L = 0.62 #

STA. 71+25 LT.

FILE NO.	STATE	FEB. AND PROJ. NO.	FILE NO.	SHEET NO.	TOTAL SHEETS
1	MASS	9558 (CAL)	19	24	87

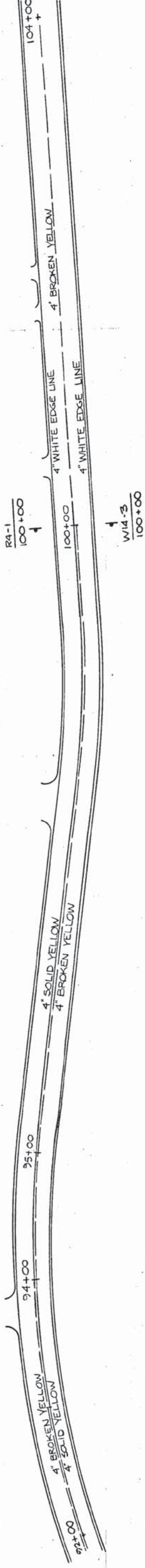
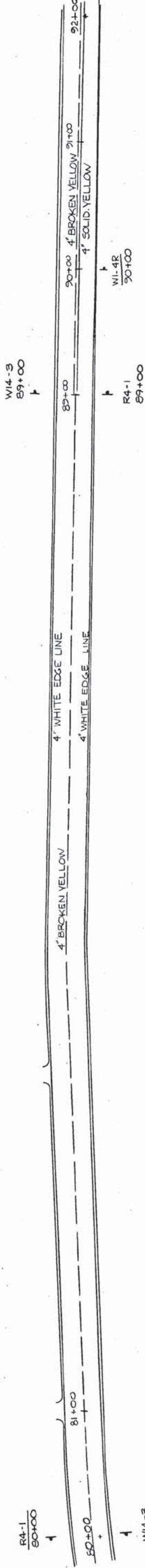
CURVE DELIEATOR SCHEDULE (TYPE HI-4)

STA	TC STA.	SPACING	NO. REQ'D EACH SIDE
70+75 TO 72+70	65'	4	
75+00 TO 78+25	65'	6	
79+00 TO 81+70	90'	4	
83+50 TO 85+30	90'	3	
91+00 TO 96+60	80'	8	
97+00 TO 99+80	70'	5	



DELINEATORS FOR GUARD RAIL TERMINI

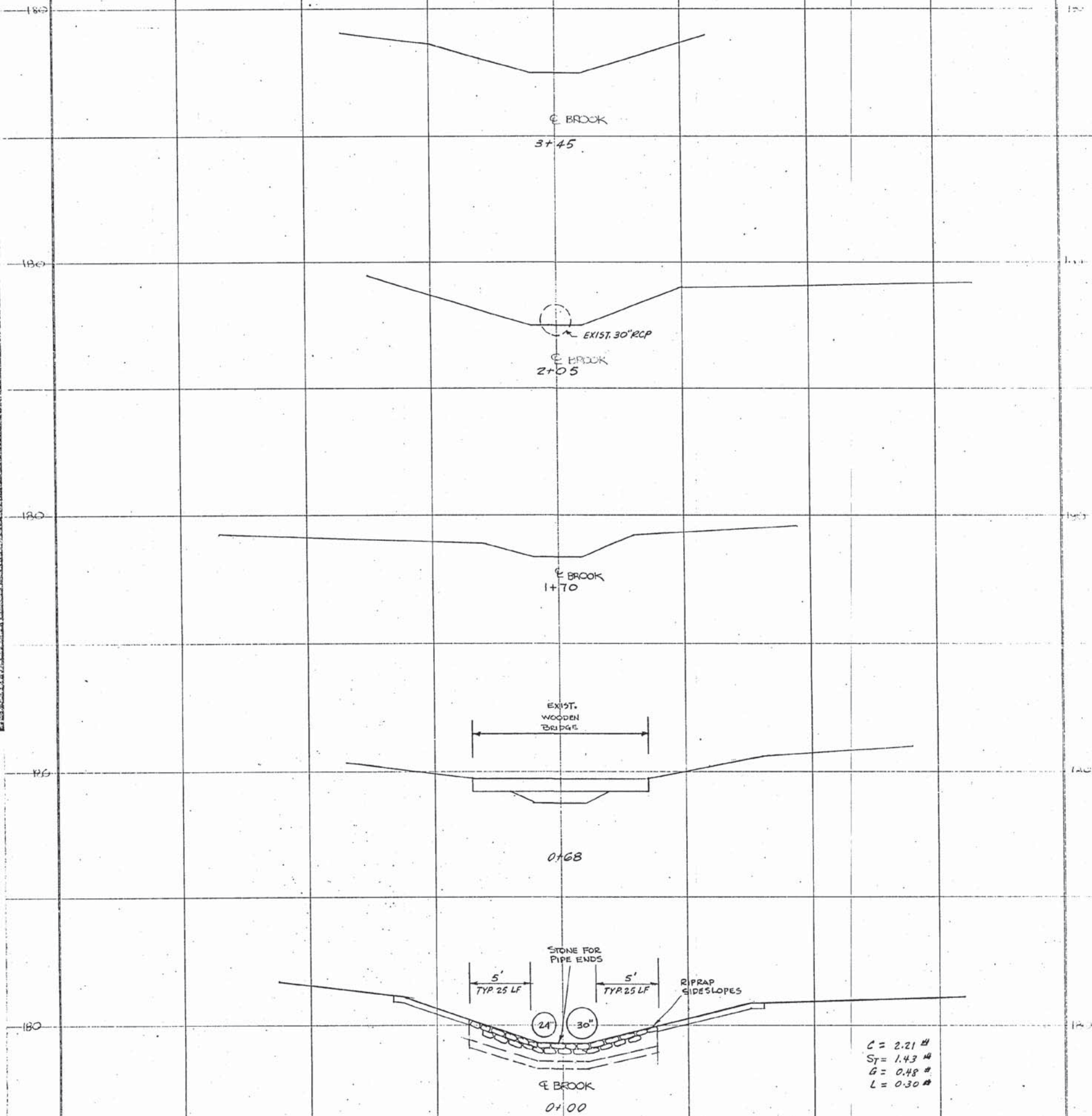
STA.	STA.
71+00 LT	70+50 RT
72+00 LT	72+00 RT
79+80 LT	79+80 RT
80+80 LT	80+80 RT
103+40 LT	103+00 RT
104+40 LT	104+00 RT



HOR. SCALE IN FEET



CROSS-SECTIONS— 355B (001)		
PRELIMINARY		
PLOTTED BY LP	DATE DEC	19 81
CHECKED BY RWL	DATE DEC	19 81
NOTE BOOK No.		PAGE
TEMPLATES		
PLOTTED BY LP	DATE JAN	19 82
PLANIM. BY RWL	DATE JAN	19 82
CALC. BOOK No. 37	PAGE 32	



HIGHWAY GUARD

STEEL BEAM - TYPE SS-1 FACE - GALV.
LEFT - STA. 35+00 (T.S.) TO STA. 36+00 (B.E.)
RIGHT - STA. 35+00 (B.E.) TO STA. 36+00 (T.S.)

DRAINAGE DETAILS

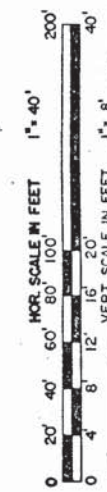
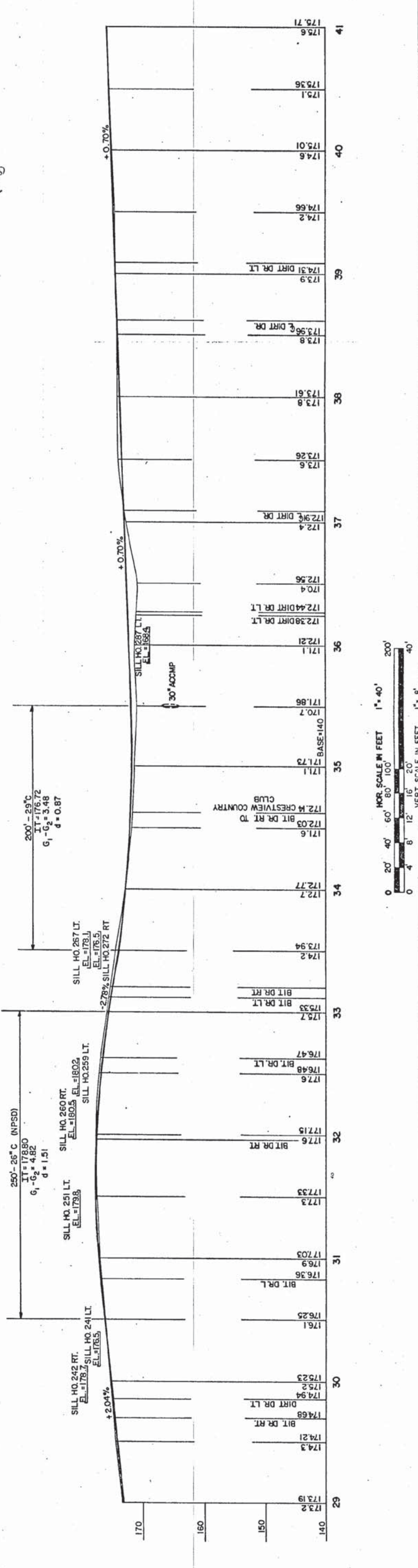
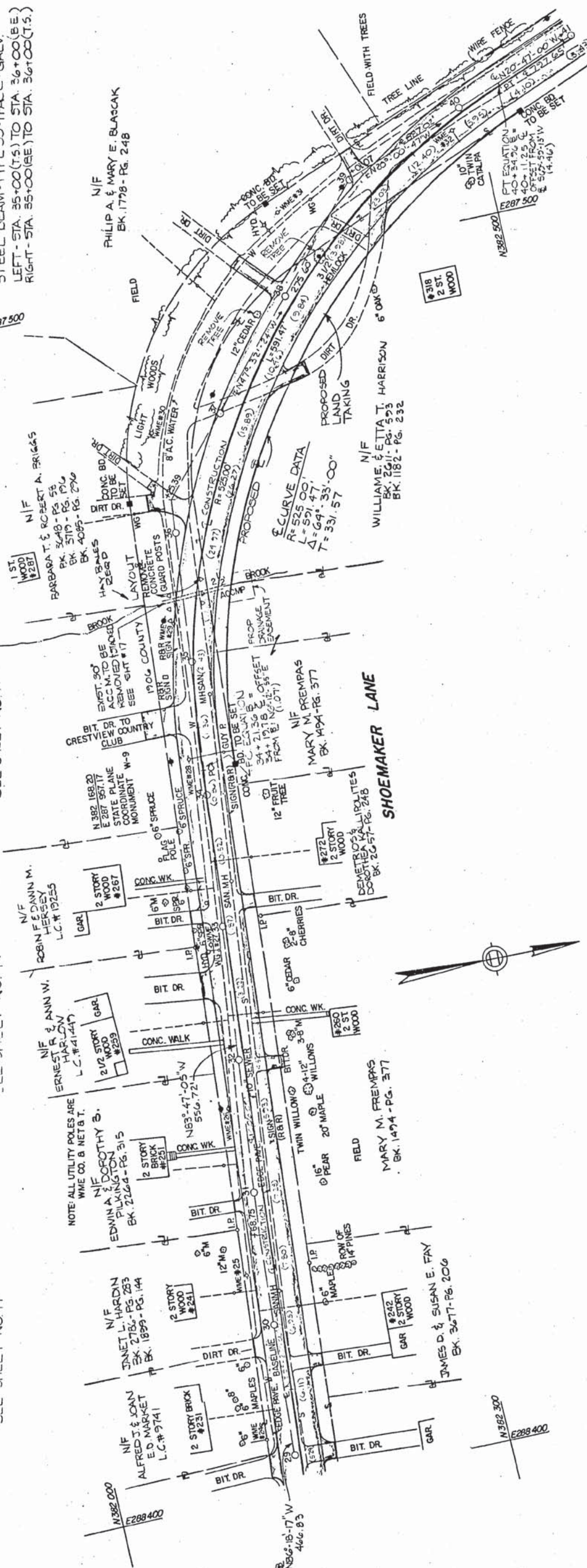
SEE SHEET NO. 17

WATER SUPPLY ALTERATIONS

SEE SHEET NO. 17

PROPOSED SANITARY SEWER

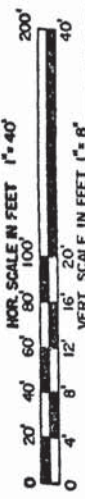
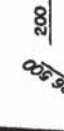
SEE SHEET NO. 17



EXISTING WATER SYSTEM

RETAIN EXISTING SYSTEM
STA 62+00 TO STA 115+50

•



TRACED BY LIP.
CHECKED BY BWL
APPROVED BY EJS

DATE	1/15/81	BY	WJL	NO.	1
STATE	MASS	PROJECT NO.	3550	DATE	1/15/81
DIST.	1	SHEET NO.	10	TOTAL SHEETS	87

AGAWAM, MASS
SHECHAKER LAKE

STA 49+30 - HYDRANT

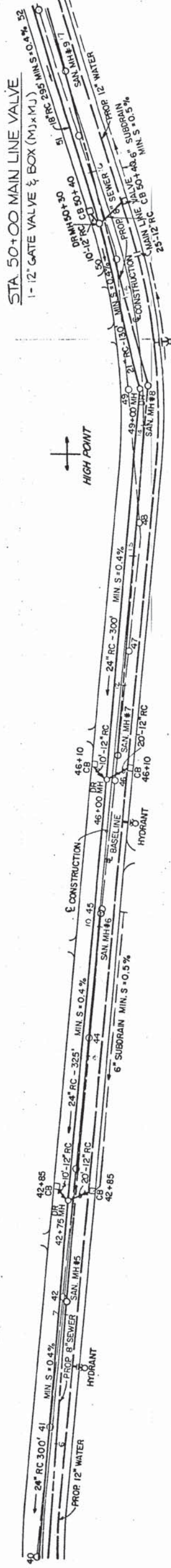
- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-6" D.I. NIPPLE - 10' LONG
- 1-HYDRANT - BLOCKED

STA 45+70 - HYDRANT

- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-6" D.I. NIPPLE - 10' LONG
- 1-HYDRANT - BLOCKED

STA 41+50 - HYDRANT

- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-6" D.I. NIPPLE - 10' LONG
- 1-HYDRANT - BLOCKED

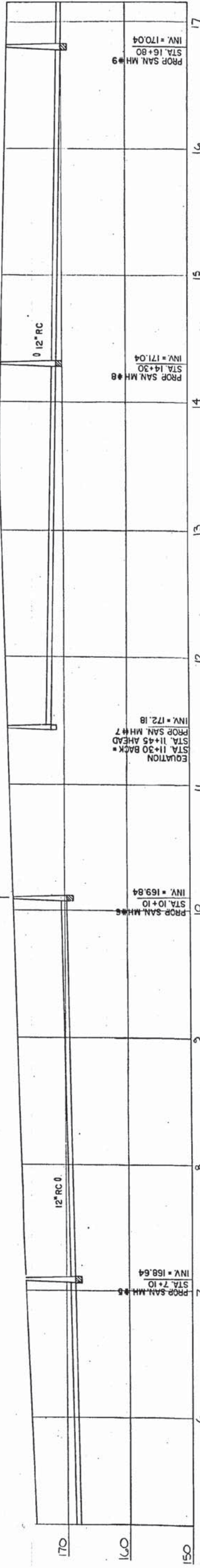


PROP 8" A.C. CLASS 3300 SANITARY SEWER (OPTION)

S = .004
Q = 0.50 MGD
V = 2.2 FPS

PROP 8" A.C. CLASS 3300 SANITARY SEWER (OPTION)

S = .004
Q = 0.50 MGD
V = 2.2 FPS



STA 58+30 LOSITO LA. CONN.

- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-8" GATE VALVE & BOX (F x M)
- LAY 65' OF 8" D.I. PIPE
- 1-8" 45° BEND (M) x (M) - BLOCKED
- 1-8" D.I. NIPPLE - 10' LONG
- 1-8" 45° BEND (M) x (M) - BLOCKED
- 1-8" D.I. NIPPLE (LENGTH AS REQUIRED)
- 1-8" SOLID SLEEVE (M) x (M)

STA 55+45 - HYDRANT

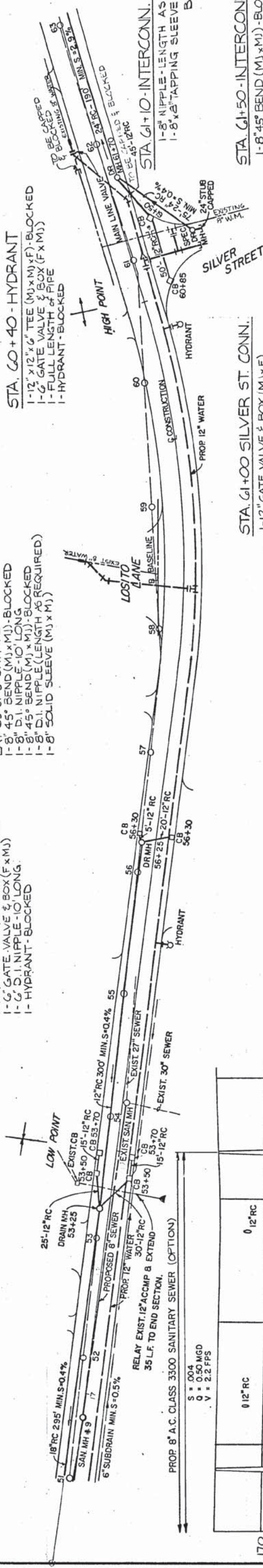
- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-6" D.I. NIPPLE - 10' LONG
- 1-HYDRANT - BLOCKED

STA 60+40 - HYDRANT

- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-FULL LENGTH OF PIPE
- 1-HYDRANT - BLOCKED

- 1-12" x 12" G" TEE (M) x (M) x (F) - BLOCKED
- 1-6" GATE VALVE & BOX (F x M)
- 1-FULL LENGTH OF PIPE
- 1-HYDRANT - BLOCKED

SEE SHEETS 8 & 9



S = .004
Q = 0.50 MGD
V = 2.2 FPS

STA 61+00 SILVER ST. CONN.

- 1-12" GATE VALVE & BOX (M) x (F)
- 1-12" x 12" G" TEE (F x F) - BLOCKED
- 1-12" x 8" REDUCER (F x F)

BRANCH LINE

- 1-8" GATE VALVE & BOX (F x M)
- LAY 30' L.F. OF 8" D.I. PIPE
- 1-8" x 8" x 3" TEE (M) x (M) x (F) - BLOCKED
- 1-FULL LENGTH 8" D.I. PIPE - CAPPED & BLOCKED

STA 61+50 - INTERCONNECTION

- 1-8" 45° BEND (M) x (M) - BLOCKED
- LAY APPROX. 50' L.F. OF 8" D.I. PIPE
- 1-8" WYE (M) x (F) - BLOCKED
- 1-8" GATE VALVE & BOX (F x M)
- 1-8" D.I. NIPPLE - LENGTH AS REQUIRED
- 1-8" SOLID SLEEVE (M) x (M)

DRAWN BY
LJP
CHECKED BY
LJP
APPROVED BY
EJB



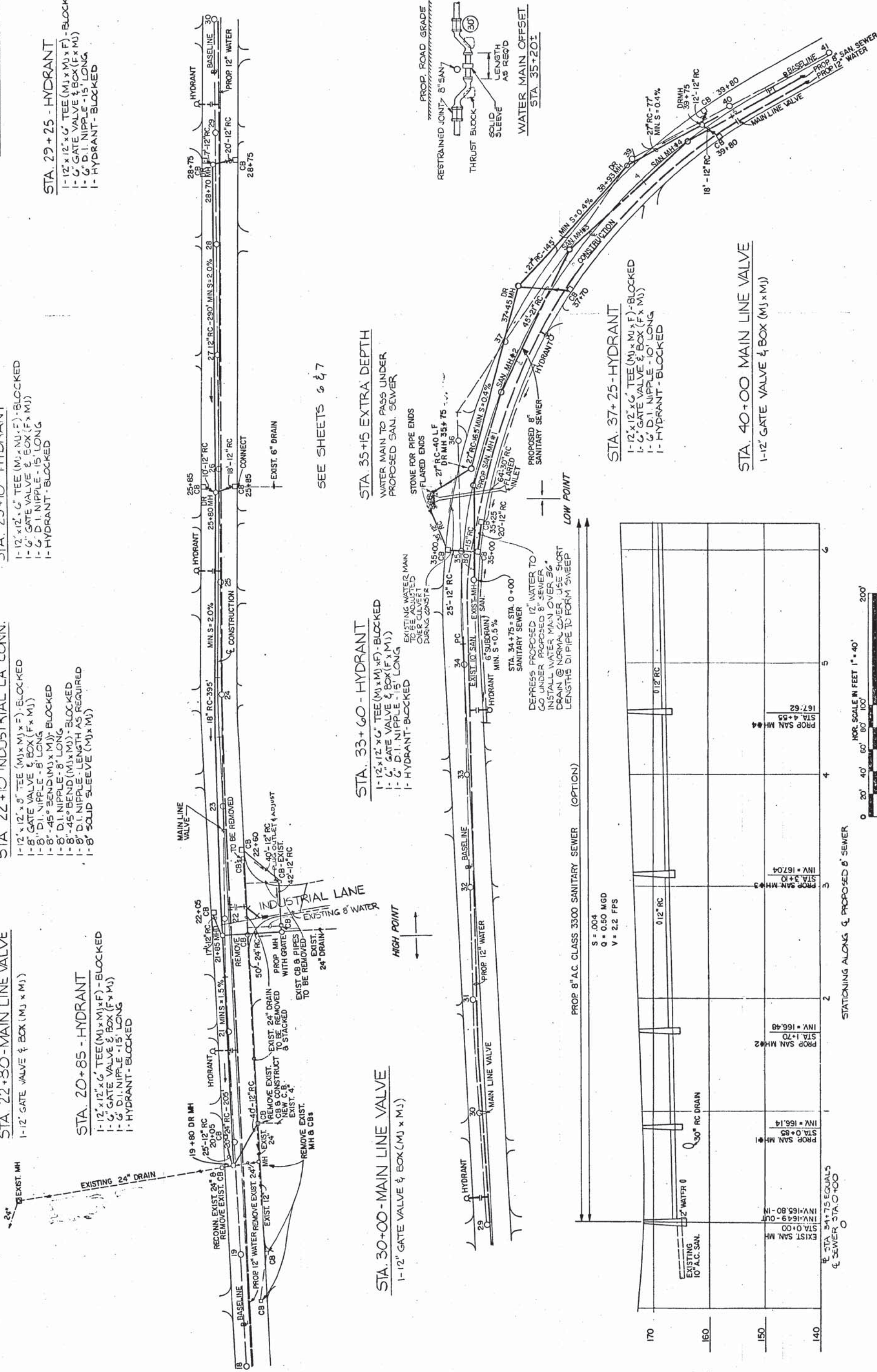
STA. 22+30 - MAIN LINE VALVE
1-12" GATE VALVE & BOX (M J x M J)

STA. 20+85 - HYDRANT
1-12" x 12" x 6" TEE (M J x M J x F) - BLOCKED
1-6" GATE VALVE & BOX (F x M J)
1-6" D.I. NIPPLE - 15' LONG
1- HYDRANT - BLOCKED

STA. 22+10 INDUSTRIAL LA. CONN.
1-12" x 12" x 8" TEE (M J x M J x F) - BLOCKED
1-8" GATE VALVE & BOX (F x M J)
1-8" D.I. NIPPLE - 8' LONG
1-8" x 45° BEND (M J x M J) - BLOCKED
1-8" x 45° BEND (M J x M J) - BLOCKED
1-8" D.I. NIPPLE - 8' LONG
1-8" D.I. NIPPLE - LENGTH AS REQUIRED
1-8" SOLID SLEEVE (M J x M J)

STA. 25+10 - HYDRANT
1-12" x 12" x 6" TEE (M J x M J x F) - BLOCKED
1-6" GATE VALVE & BOX (F x M J)
1-6" D.I. NIPPLE - 15' LONG
1- HYDRANT - BLOCKED

STA. 29+25 - HYDRANT
1-12" x 12" x 6" TEE (M J x M J x F) - BLOCKED
1-6" GATE VALVE & BOX (F x M J)
1-6" D.I. NIPPLE - 15' LONG
1- HYDRANT - BLOCKED



STA. 30+00 - MAIN LINE VALVE
1-12" GATE VALVE & BOX (M J x M J)

STA. 33+60 - HYDRANT
1-12" x 12" x 6" TEE (M J x M J x F) - BLOCKED
1-6" GATE VALVE & BOX (F x M J)
1-6" D.I. NIPPLE - 15' LONG
1- HYDRANT - BLOCKED

STA. 35+15 EXTRA DEPTH
WATER MAIN TO PASS UNDER
PROPOSED SAN. SEWER
STONE FOR PIPE ENDS
FLARED ENDS
EXISTING WATER MAIN
TO BE ADJUSTED
OVER CULVERT
DURING CONSTR.

STA. 37+25 - HYDRANT
1-12" x 12" x 6" TEE (M J x M J x F) - BLOCKED
1-6" GATE VALVE & BOX (F x M J)
1-6" D.I. NIPPLE - 10' LONG
1- HYDRANT - BLOCKED

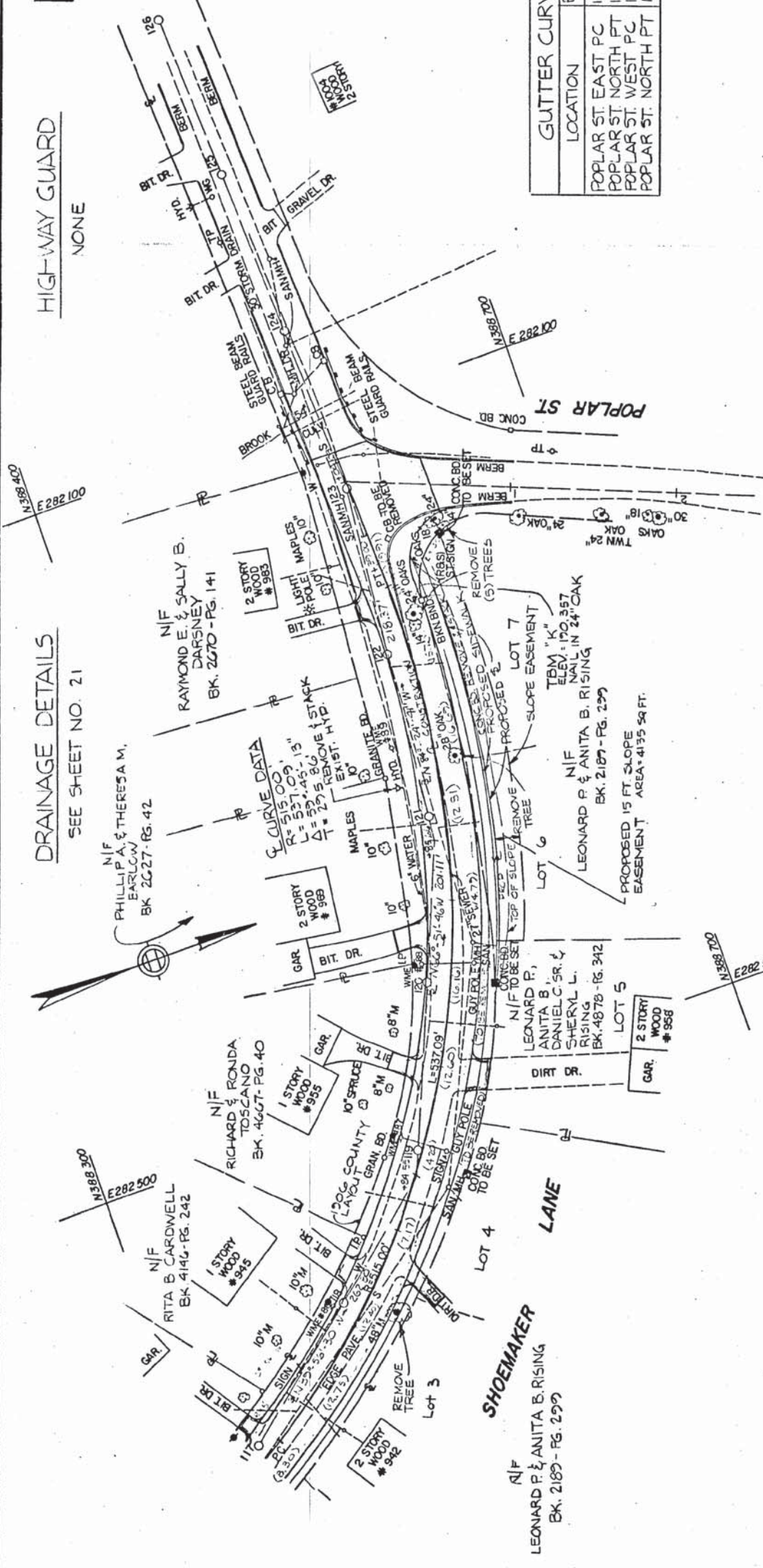
STA. 40+00 MAIN LINE VALVE
1-12" GATE VALVE & BOX (M J x M J)

SEE SHEET NO. 21

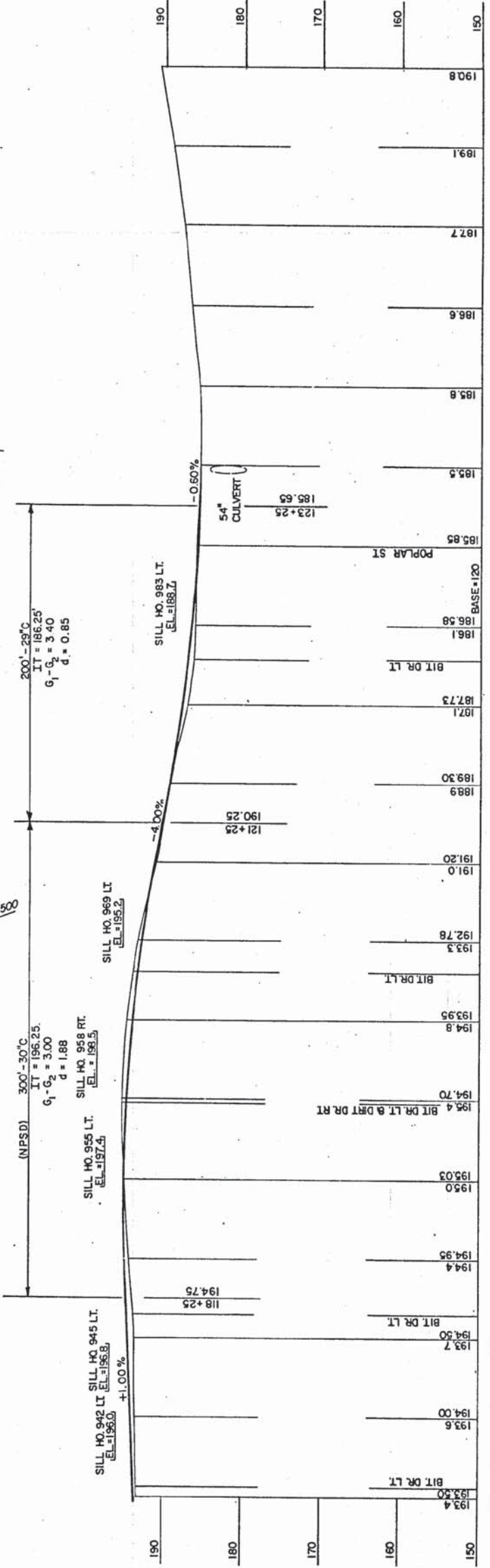
DRAINAGE DETAILS

HIGH-WAY GUARD

NONE



GUTTER CURVE OFFSETS		
LOCATION	R STA.	R OFFSET
POPLAR ST. EAST PC	122+37	27.87' RT
POPLAR ST. NORTH PT	122+71	61.03' RT
POPLAR ST. WEST PC	123+23	21.83' RT
POPLAR ST. NORTH PT	123+04	46.59' RT

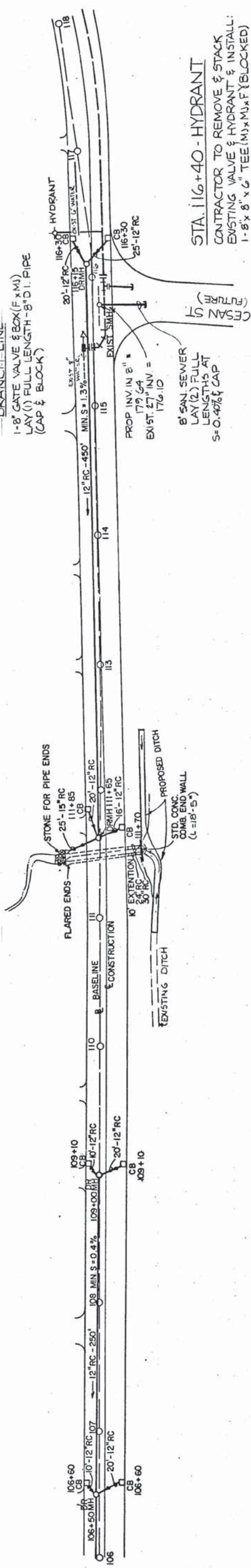


STA. 115 + 45 - INTERCONNECTION

CONTRACTOR TO EXCAVATE EXISTING 8" WATER MAIN AND INSTALL:
1-8" x 8" TAPPING SLEEVE & VALVE (M x M) BLOCKED
1-8" D.I. NIPPLE - LENGTH AS REQUIRED
1-8" 45° BEND - BLOCKED
1-8" D.I. NIPPLE - LENGTH AS REQUIRED
1-8" 45° BEND - BLOCKED
LAY 35' L.F. OF 8" D.I. PIPE
1-8" x 8" TEE (M x M x F) BLOCKED
1-8" D.I. NIPPLE - 4' LONG
1-8" GATE VALVE & BOX (M x M)

BRANCH LINE

1-8" GATE VALVE & BOX (F x M)
LAY (1) FULL LENGTH - 8" D.I. PIPE (CAP & BLOCK)

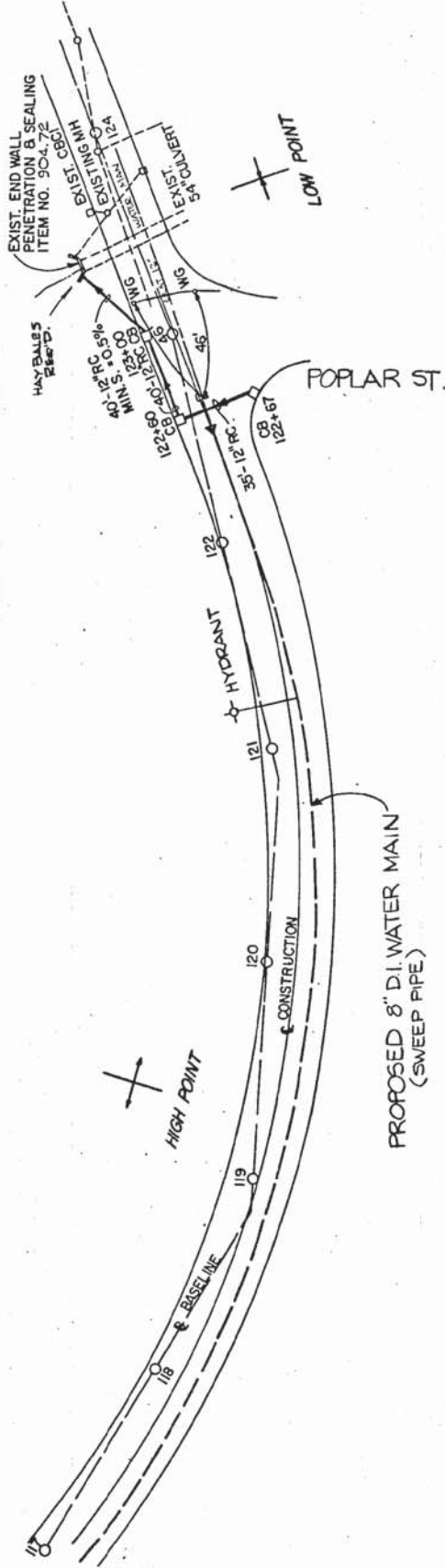


STA. 116 + 40 - HYDRANT

CONTRACTOR TO REMOVE & STACK EXISTING VALVE & HYDRANT & INSTALL:
1-8" x 8" TEE (M x M x F) (BLOCKED)
1-6" GATE VALVE & BOX (F x M)
6" DUCTILE IRON PIPE - LENGTH AS REQUIRED
1-HYDRANT - BLOCKED

STA. 122 + 50 - INTERCONNECTION

CONTRACTOR TO SHUT DOWN SECTION OF EXISTING 12" WATER MAIN - REMOVE CAP & INSTALL CLOSURE:
1-8" x 12" INCREASER (M x M)
1-12" D.I. NIPPLE - LENGTH AS REQUIRED
1-12" SOLID SLEEVE (M x M)

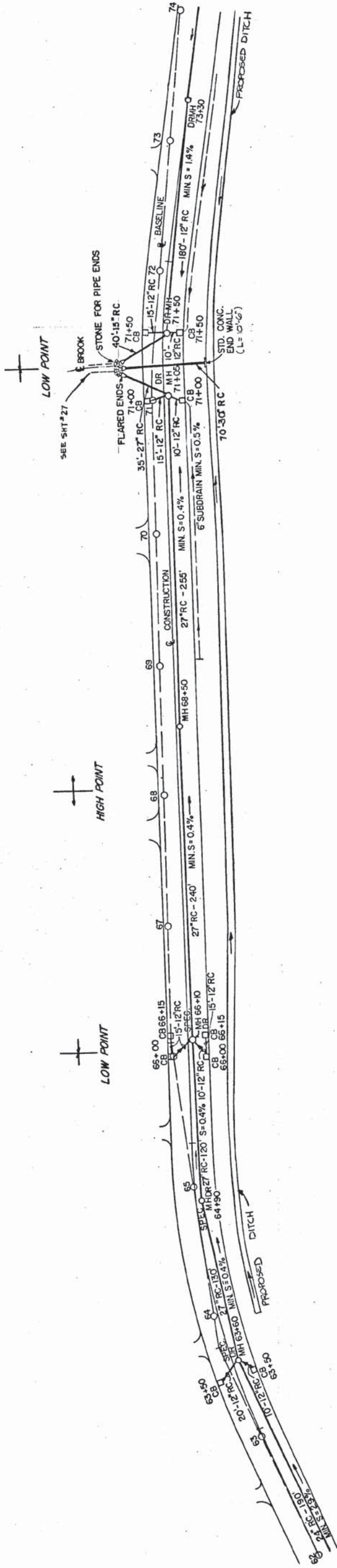


STA. 121 + 20 - HYDRANT

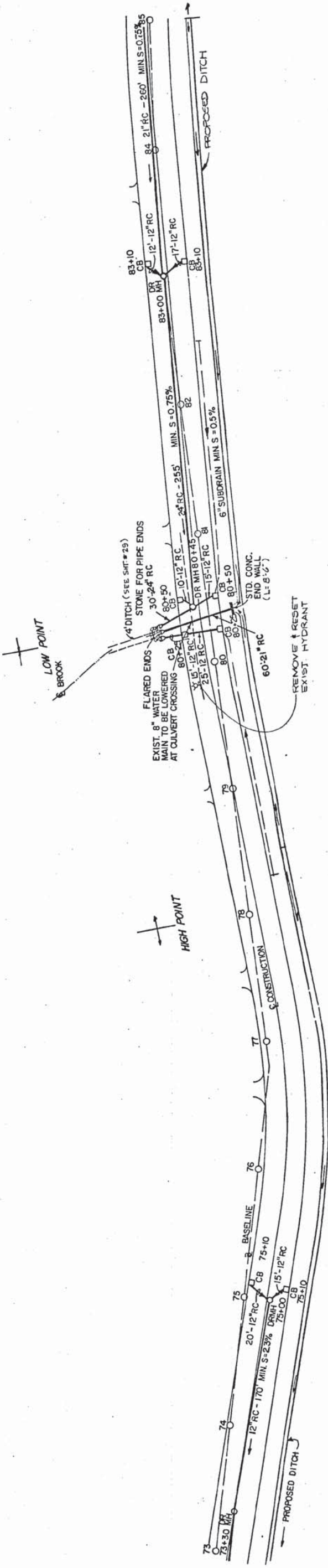
CONTRACTOR TO REMOVE & STACK EXISTING VALVE & HYDRANT & INSTALL:
1-8" x 8" TEE (M x M x F) BLOCKED
1-6" GATE VALVE & BOX (F x M)
6" DUCTILE IRON PIPE - LENGTH AS REQUIRED
1-HYDRANT - BLOCKED

SEE SHEETS 14 & 15





SEE SHEETS 10 & 11



TRAFFIC SIGN SUMMARY
NEW PERMANENT SIGNS REQUIRED

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED			COLOR			POST SIZE AND NUMBER REQUIRED	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW	RTS	MKRS	REQUIRED	BACK - GROUND	LEGEND	BORDER		
D3	24"	8"	SUFFIELD ST. SILVER ST. POPLAR ST. SHOEMAKER LA. (3)	4" C 3	SEE MUTCD & STANDARD HIGHWAY SIGNS 1979				6	GREEN (REFL.)	WHITE (REFL.)		P5 3 MOUNT (3) WITH OTHERS	ITEM 874
R1-1	30"	30"	STOP	SEE MUTCD	SEE MUTCD				2	SEE MUTCD			P5 2	10.4
R4-1	24"	30"	DO NOT PASS	SEE MUTCD	SEE MUTCD				8	SEE MUTCD			P5 8	40.0
R7-1	12"	18"	NO PARKING ANY TIME	SEE MUTCD	SEE MUTCD				20	WHITE (REFL.)	RED (NONREFL.)	RED (NONREFL.)	P5 20	30.0
R7-20	12"	18"	NO PARKING TO CORNER	SEE MUTCD	SEE MUTCD				2	WHITE (REFL.)	RED (NONREFL.)	RED (NONREFL.)	P5 2	3.00
W3-1	36"	36"	STOP AHEAD	SEE MUTCD	SEE MUTCD				1	SEE MUTCD			P5 1	9.00
W2-2	30"	30"	T	SEE MUTCD	SEE MUTCD				4	SEE MUTCD			P5 4	25.0
W1-2a	30"	30"	Y	SEE MUTCD	SEE MUTCD				1	YELLOW (REFL.)	BLACK (NONREFL.)	BLACK (NONREFL.)	P5 1	6.25
W14-3	48"	36"	NO PASSING ZONE	SEE MUTCD	SEE MUTCD				8	SEE MUTCD			P5 8	44.5
W1-4L	30"	30"	Y	SEE MUTCD	SEE MUTCD				2	YELLOW (REFL.)	BLACK (NONREFL.)	BLACK (NONREFL.)	P5 2	12.5
W1-4R	30"	30"	Y	SEE MUTCD	SEE MUTCD				2	YELLOW (REFL.)	BLACK (NONREFL.)	BLACK (NONREFL.)	P5 2	12.5
W1-2L	30"	30"	Y	SEE MUTCD	SEE MUTCD				3	YELLOW (REFL.)	BLACK (NONREFL.)	BLACK (NONREFL.)	P5 3	18.75

SEE MUTCD 1978 ALSO STANDARD HIGHWAY SIGNS 1979

DATE	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	355B(001)	1983	26	87

DRAWN BY
TRACED BY
CHECKED BY
APPROVED BY

PROPOSED SANITARY SEWER

SEE SHEET NO. 18

WATER SUPPLY ALTERATIONS

SEE SHEET NO 18

DRAINAGE DETAILS

SEE SHEET NO 18

HIGHWAY GUARD

STEEL BEAM - TYPE SS-1 FACE - GALV.
RIGHT - STA 48+90 (BE.) TO STA 50+40 (T.S.)

OVER DATA

Σ CURVE:
R = 525.00'
L = 212.85'
Δ = 23°-14'-00"
T = 107.93'

N/F
PHILIP A & MARY E. BLASCAK
BK. 2001 - PG. 63

NOTE: ALL UTILITY POLES ARE
WME CO. & NET & T.

N/F
PRICILLA W. GOULET
BK. 1872-PG. 327

N/F
NNETH L. &
TRICIA A. BLAIR
K. 3759 - PG. 325

RICHARD E. & SHIRLEY M. HARRISON
N/F
BK. 3021 - PG. 290
BK. 3040 - PG. 19

N/F
WILLIAM E. ETTA T. HARRISON
BK. 2G11- PG 573
BK. 1182- PG. 232

N/F
EDMUND T. & BERTHA MOYLAN
BK. 3374 - PG. 31

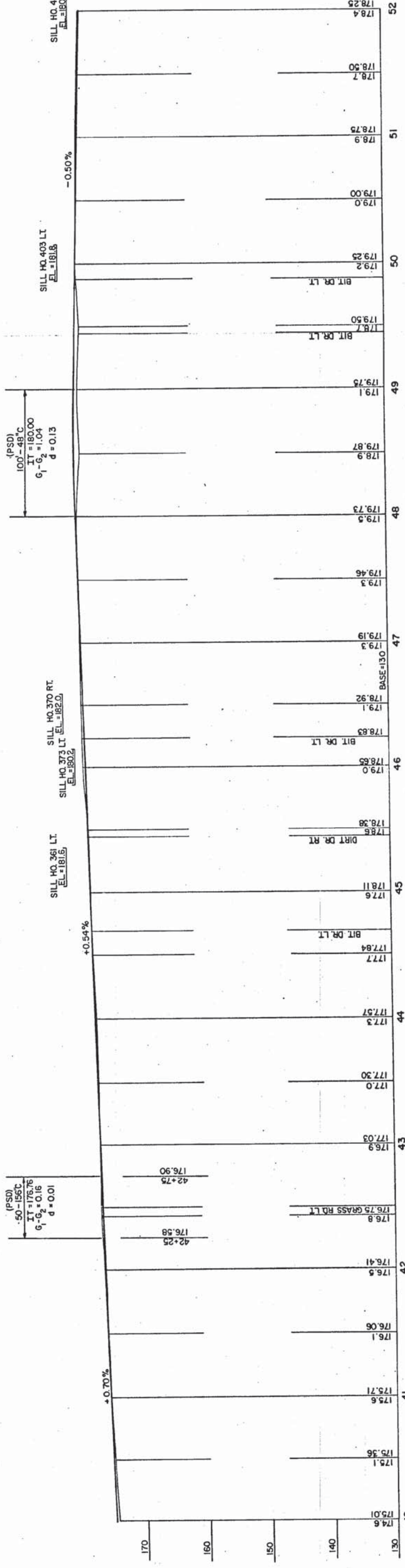
SHOEMAKER LANE

SILL NO. 361 LT.

SILL HQ. 370 RT.
SILL HQ. 373 LT. $\overline{EL. = 182.0}$
 $\overline{EL. = 180.2}$

$\overline{FL} = 181.8$

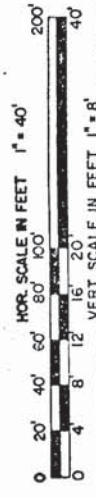
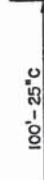
SILL HQ. 417 LT.
FL=1800



DRAWN BY LSP
TRACED BY LSP
CHECKED BY RVL
APPROVED BY EJB

HIGHWAY GUARD

SEE SHEET NO. 19

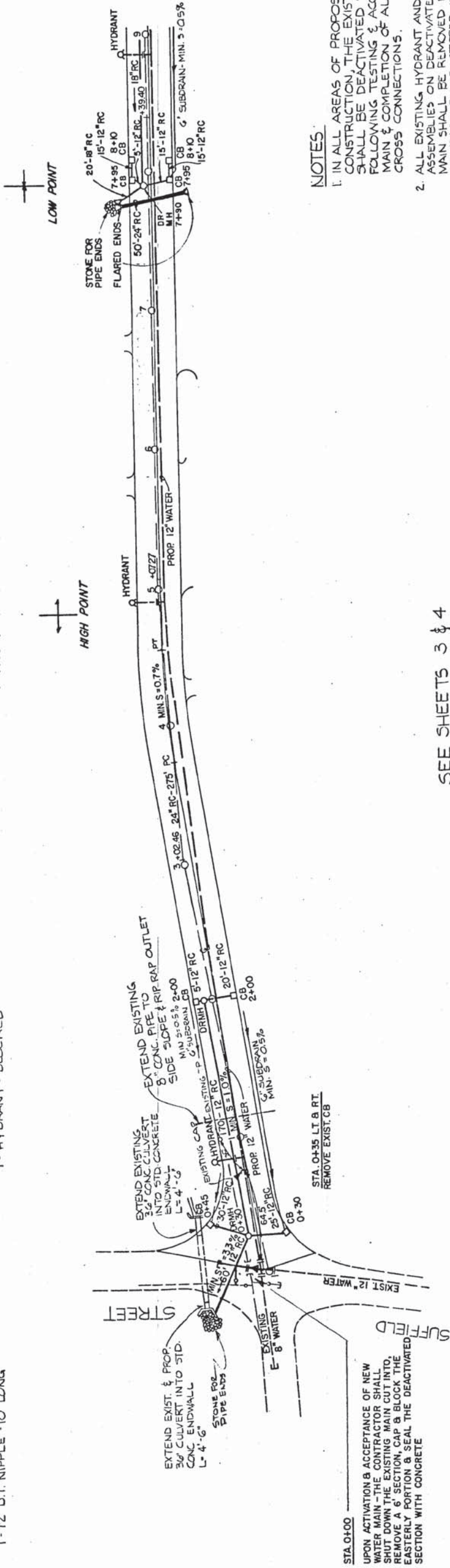


AGAWAM, MASS.				
SHEMCKER LANE				
FILE NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	3559 (201)	193	16
			16	87

STA. 0+75 BEGIN WATER MAIN
CONTRACTOR TO EXCAVATE END OF
EXISTING 12" WATER MAIN - REMOVE
CAP AND INSTALL:
1-12" D.I. NIPPLE - 10' LONG

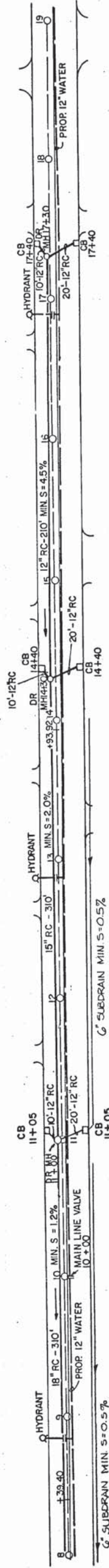
STA. 0+85 - HYDRANT
1-12" x 12" x 6" TEE (M) x (M) x (F) - BLOCKED
1-6" GATE VALVE & BOX (F x M)
1-6" D.I. NIPPLE - 15" LONG
1- HYDRANT - BLOCKED

STA. 4+90 - HYDRANT
1-12" x 12" x 6" TEE (M) x (M) x (F) - BLOCKED
1-6" GATE VALVE & BOX (F x M)
1-6" D.I. NIPPLE - 15" LONG
1- HYDRANT - BLOCKED



- NOTES
1. IN ALL AREAS OF PROPOSED WATER MAIN CONSTRUCTION, THE EXISTING WATER MAIN SHALL BE DEACTIVATED & ABANDONED FOLLOWING TESTING & ACCEPTANCE OF NEW MAIN & COMPLETION OF ALL SERVICE & CROSS CONNECTIONS.
 2. ALL EXISTING HYDRANT AND BRANCH VALVE ASSEMBLIES ON DEACTIVATED EXISTING MAIN SHALL BE REMOVED BY THE CONTRACTOR AND STORED IN THE TOWN YARD.
 3. ALL MAIN LINE VALVES ON THE EXISTING MAIN SHALL BE ABANDONED AND THE TOP SECTION OF EACH GATE BOX SHALL BE REMOVED AND REPLACED WITH PACKED GRAVEL. ALL GATE BOX SECTIONS SHALL BE STORED IN THE TOWN YARD.
 4. REFER TO ROADWAY CONSTRUCTION DRAWINGS FOR EXISTING PIPELINE LOCATIONS.
 5. PROPOSED HYDRANTS AND EXISTING HYDRANTS TO BE RESET SHALL BE SET BACK AT LEAST 22FT FROM ROADWAY CENTERLINE.

SEE SHEETS 3 & 4



STA. 8+85 - HYDRANT
1-12" x 12" x 6" TEE (M) x (M) x (F) - BLOCKED
1-6" GATE VALVE & BOX (F x M)
1-6" D.I. NIPPLE - 15" LONG
1- HYDRANT - BLOCKED

STA. 10+00 - MAIN LINE VALVE
1-12" GATE VALVE & BOX (M) x (M)

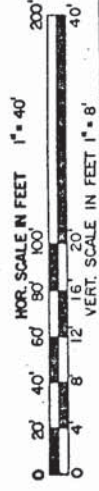
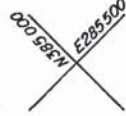
STA. 12+85 - HYDRANT
1-12" x 12" x 6" TEE (M) x (M) x (F) - BLOCKED
1-6" GATE VALVE & BOX (F x M)
1-6" D.I. NIPPLE - 15" LONG
1- HYDRANT - BLOCKED

STA. 16+90 - HYDRANT
1-12" x 12" x 6" TEE (M) x (M) x (F) - BLOCKED
1-6" GATE VALVE & BOX (F x M)
1-6" D.I. NIPPLE - 15" LONG
1- HYDRANT - BLOCKED



SEE LIST NO 19

STEEL BEAM-TYPE SS-1 FACE-GALV
LEFT-STA 79+80.75) TO STA 80+80.15E)
RIGHT-STA. 79+80.15E) TO STA. 80+80.8



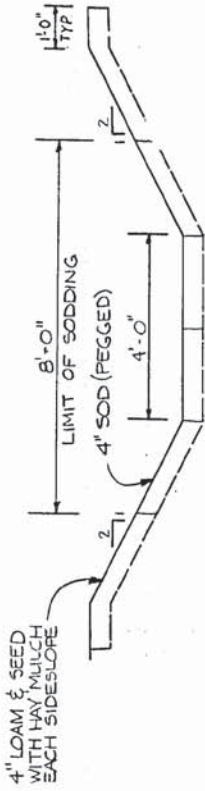
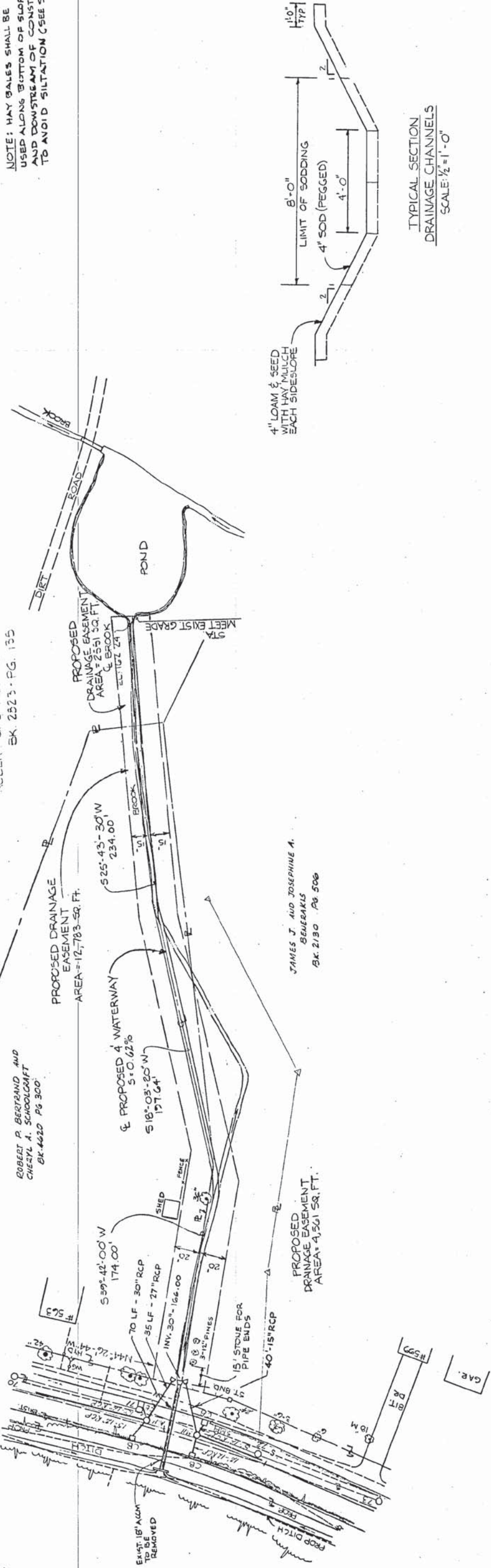
DWG NO.	STATE	FISCAL YEAR	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	MASS.	3525(COPI)	1951	27	87

NOTE: HAY BALES SHALL BE USED ALONG BOTTOM OF SLOPE AND DOWNSTREAM OF CONSTR. TO AVOID SILTATION (SEE SPEC. PROJ.)

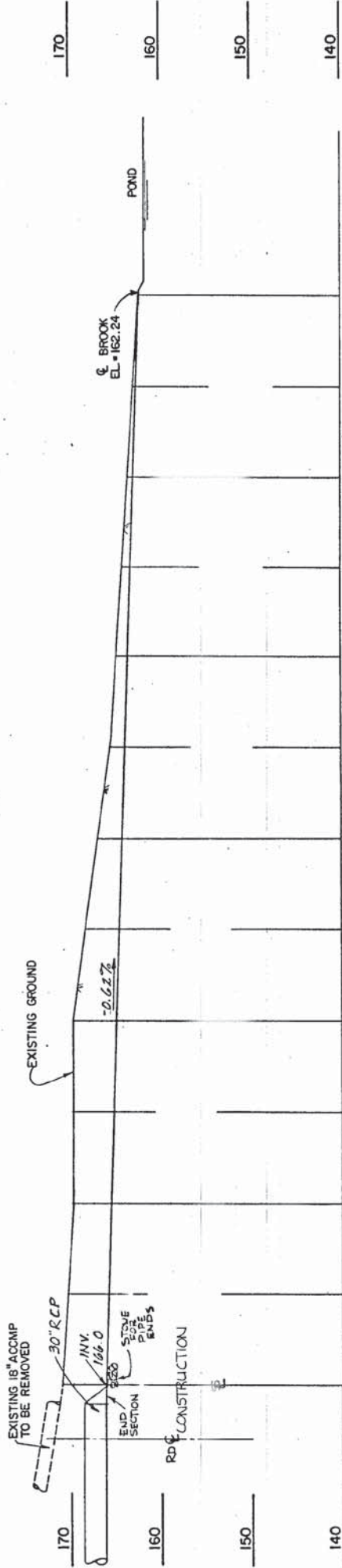
N/F
ROBERT G. & MURIEL K. FEARN
BK. 2523 PG. 135

ROBERT P. BERTRAND AND
CHELYL A. SCHOOLCRAFT
BK. 4620 PG. 300

JAMES J. AND JOSEPHINE A.
BENEKAKIS
BK. 2130 PG. 506

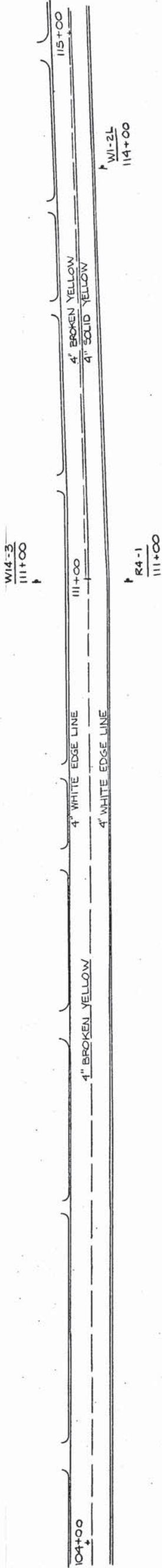


TYPICAL SECTION
DRAINAGE CHANNELS
SCALE: 1/2" = 1'-0"



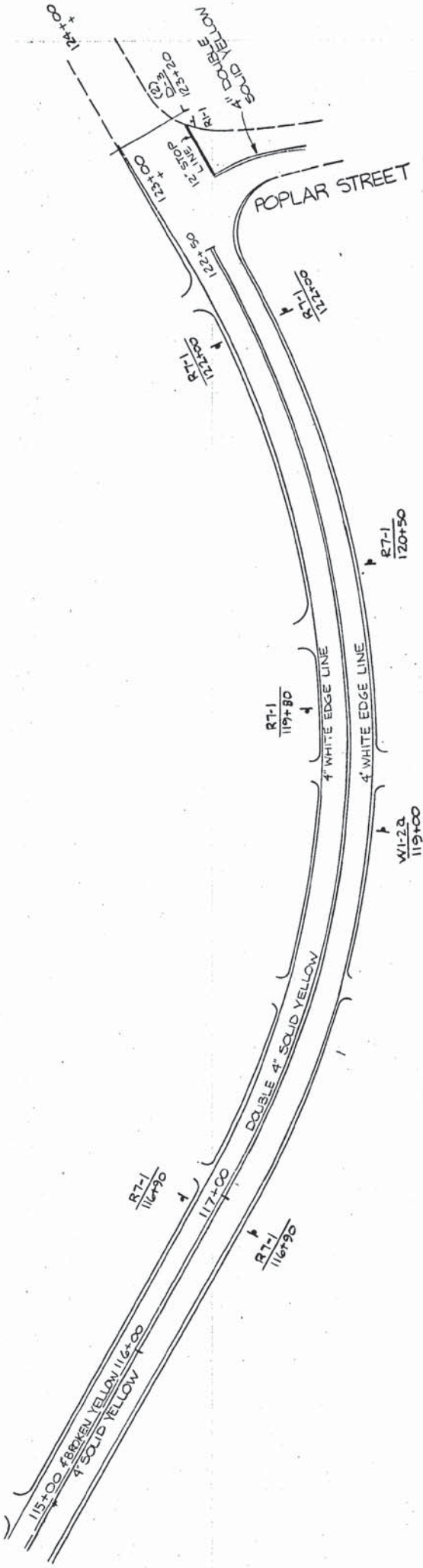
HOR. SCALE IN FEET 1" = 40'
VERT. SCALE IN FEET 1" = 8'

DELINEATORS FOR GUARD RAIL TERMINI	
STA.	STA.
111+15 LT	111+00 RT
111+65 JT	111+75 RT



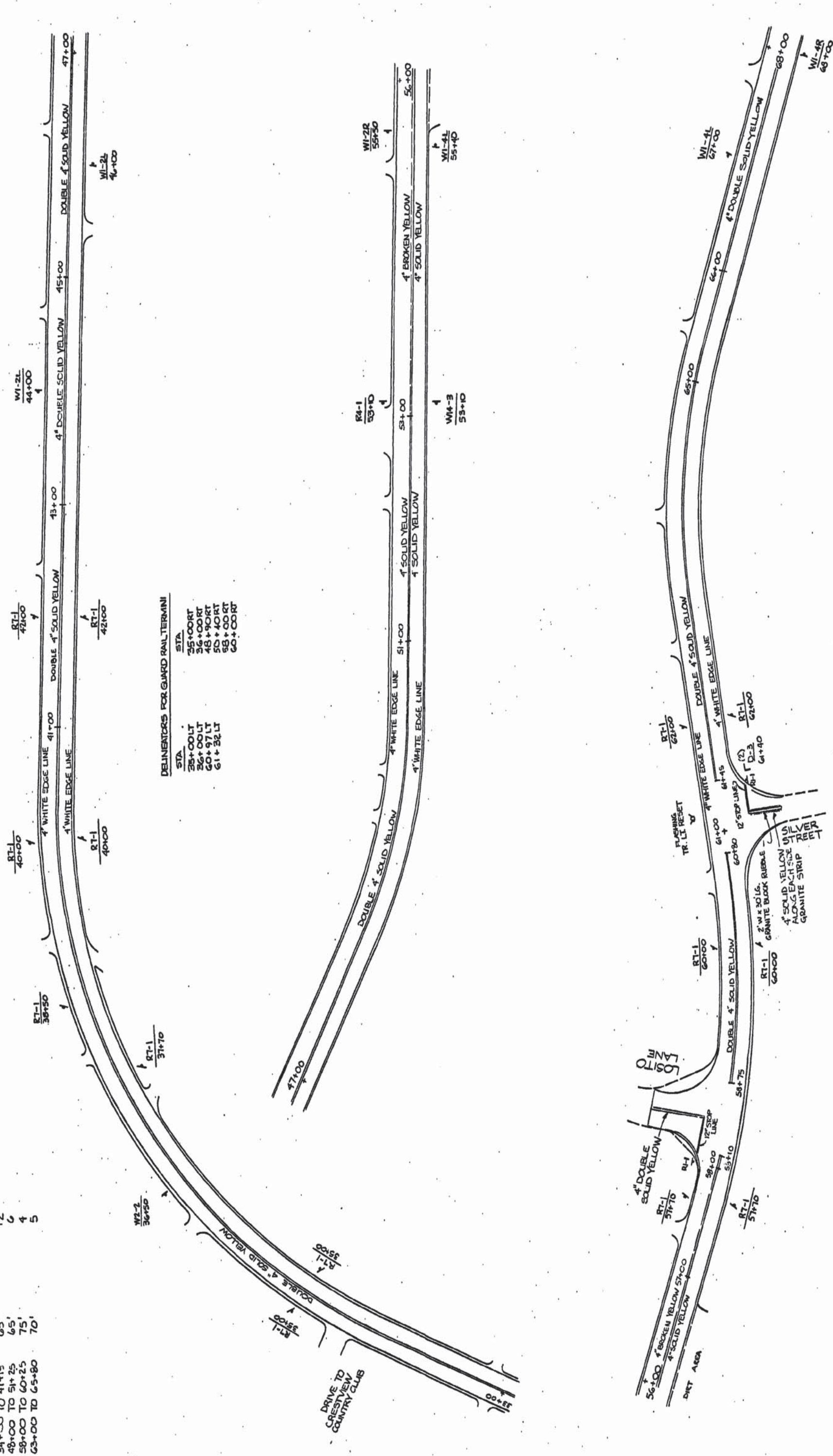
CURVE DELINEATOR SCHEDULE (TYPE HI-4)

STA. TO STA. SPACING NO. REQUIRED
116+00 TO 123+15 65' 12 (LT.)
11 (RT.)



CURVE DELINEATOR SCHEDULE (TYPE HI-4)

STA. TO STA.	SPACING	NO REQ'D EACH SIDE
34+00 TO 41+15	65'	12
48+00 TO 51+25	65'	6
58+00 TO 60+25	75'	4
63+00 TO 65+80	70'	5



HOR. SCALE IN FEET

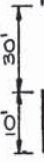
CURVE DELINEATOR SCHEDULE (TYPE HI-4)

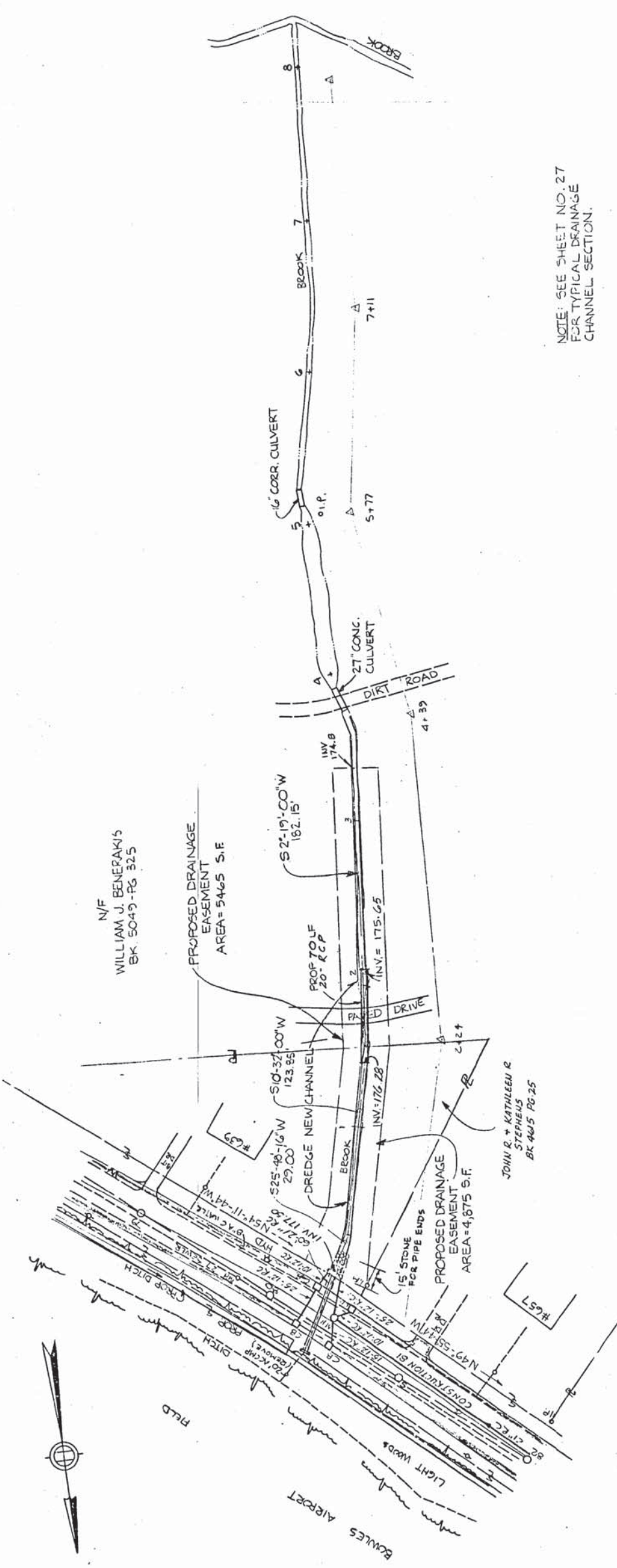
<u>STA. TO STA.</u>	<u>SPACING</u>	<u>NO. REQ'D</u>
3+00 TO 5+60	65'	5



DELINEATORS FOR GUARD RAIL TERMINI

ALL STOP AND YIELD SIGNS, PROPOSED IN THIS CONTRACT, ARE SUBJECT TO FIELD INVESTIGATION BY THE DISTRICT OFFICE OF THE MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS TO JUSTIFY WARRANTS BEFORE INSTALLATION. NUMERICAL LIMITS AND JUSTIFICATION FOR THE SPEED & ADVISORY EXIT SPEED SIGNS SHALL BE OBTAINED FROM THE SPEED ZONING UNIT OF THE TRAFFIC ENGINEERING SECTION, MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS, BEFORE FABRICATION AND/OR ERECTION





1987

Agawam



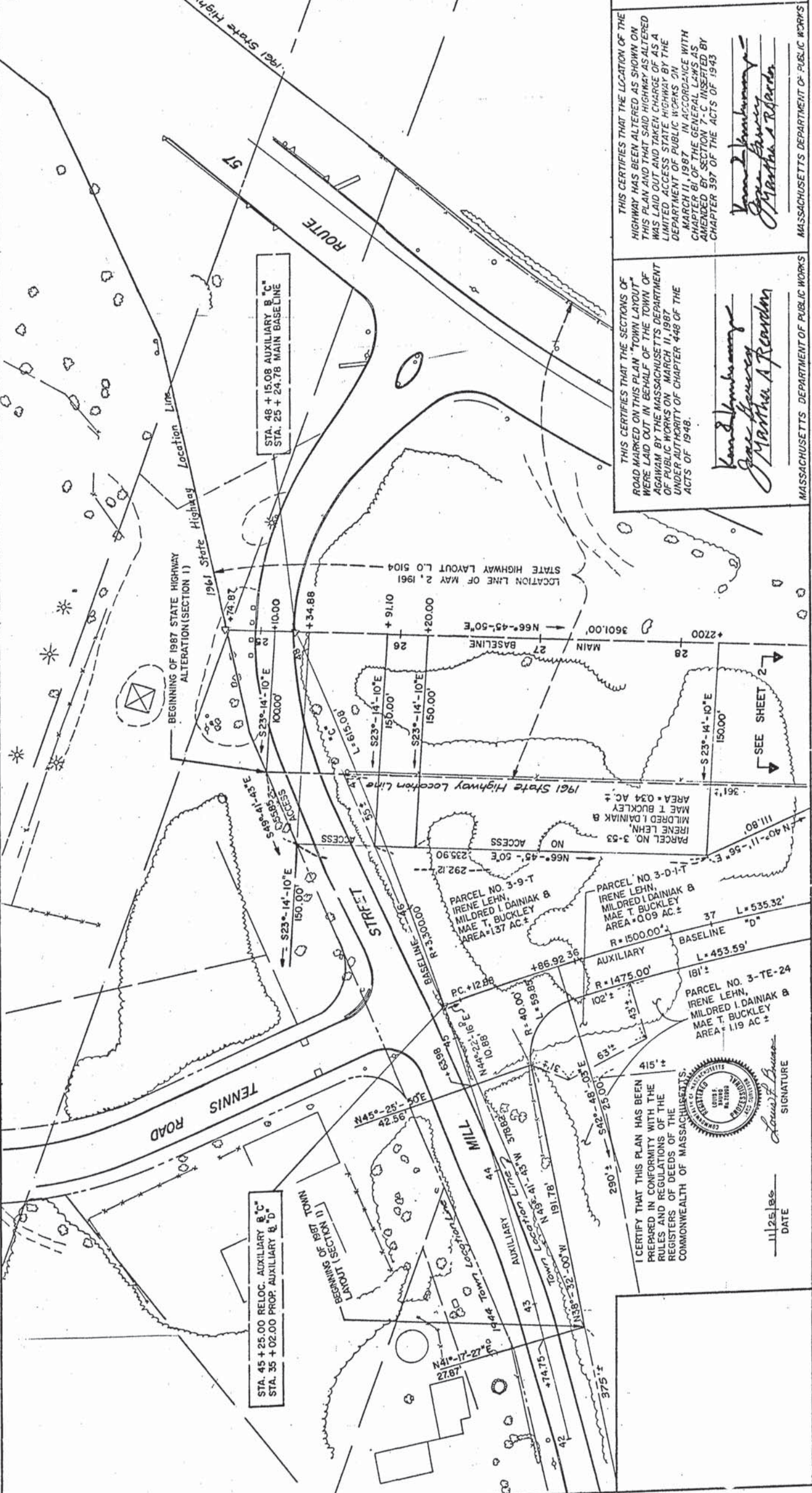
STATE LAYOUT PLAN #6563
Route 57 intersections at Sufffield St. & Mill St

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 247 PAGE 13-27

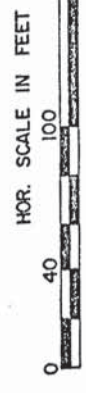
INDEXING

STATE LAYOUT PLAN #6563

- Image Info SH50009 Agawam
- Image Info SH50009 Tennis Road
- Image Info SH50009 Mill Street
- Image Info SH50009 Sufffield Street
- Image Info SH50009 Route 57



PREPARED BY
STORCH ENGINEERS
BOSTON, MASS.



THIS CERTIFIES THAT THE SECTIONS OF ROAD MARKED ON THIS PLAN "TOWN LAYOUT" WERE LAID OUT IN BEHALF OF THE TOWN OF AGAWAM BY THE MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS ON MARCH 11, 1987 UNDER AUTHORITY OF CHAPTER 44B OF THE ACTS OF 1946.

David L. Amburn
John Hawley
Martha A. Rorden

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS ON MARCH 11, 1987 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943

David L. Amburn
John Hawley
Martha A. Rorden

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

David L. Amburn
SIGNATURE

11/25/86
DATE

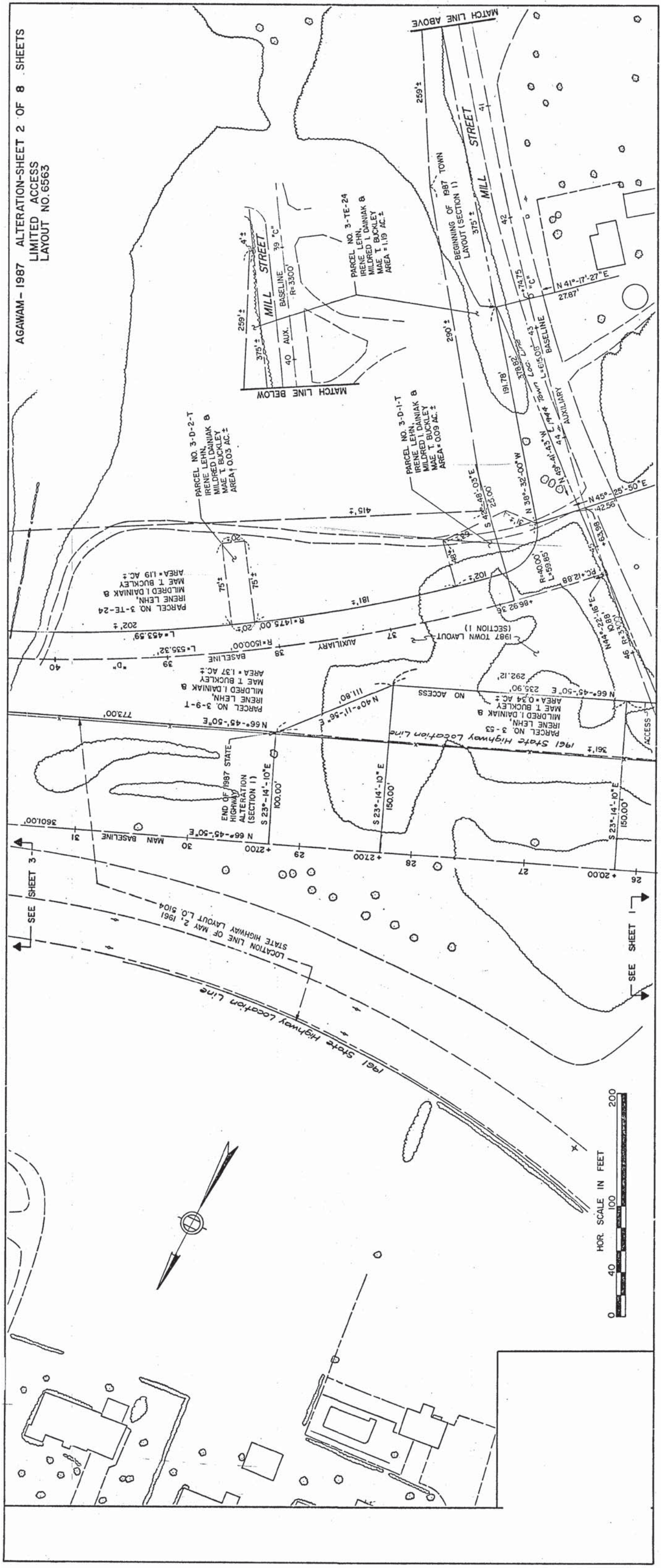
THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE TOWN OF
AGAWAM
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY BY
THE DEPARTMENT OF PUBLIC WORKS
MARCH 11, 1987
SCALE: 80 FEET TO THE INCH
Robert H. Johnson P.E.
CHIEF ENGINEER LAYOUT NO. 6563

A TRUE COPY - ATTEST

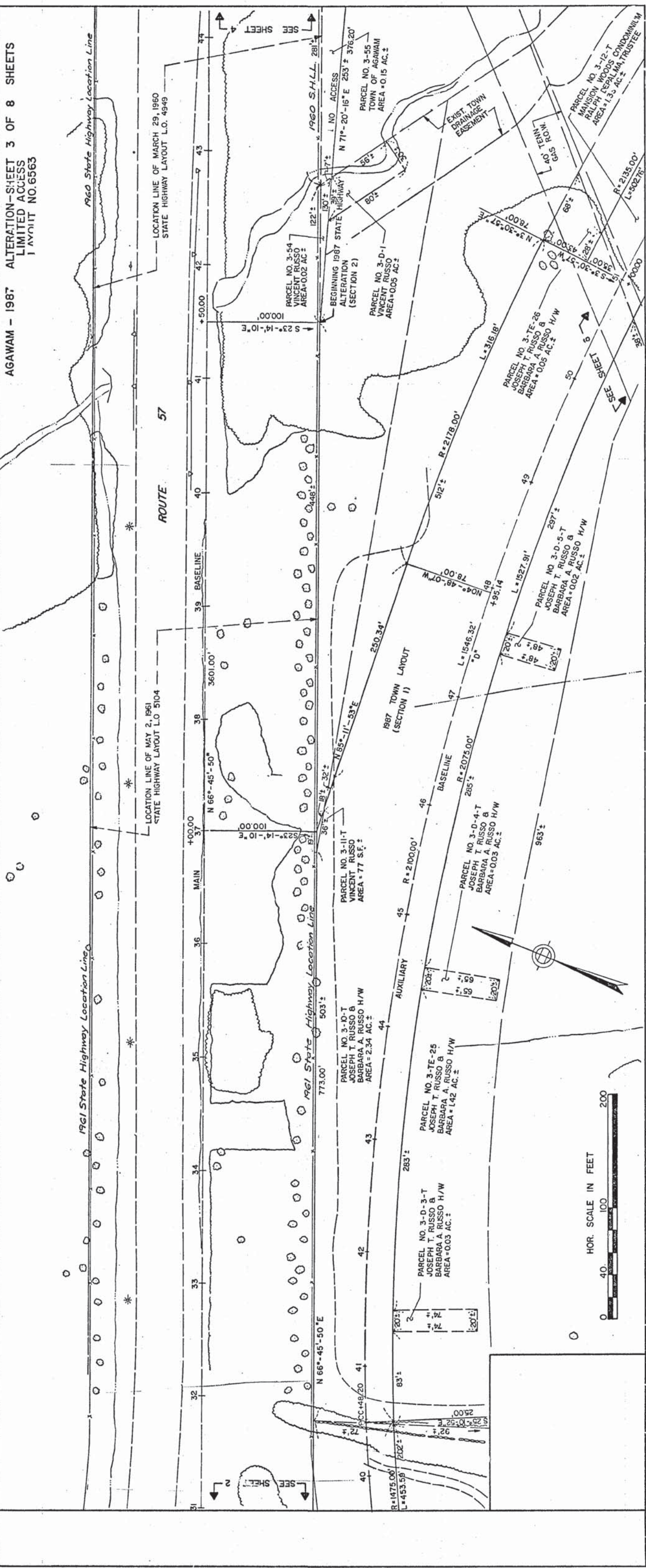
Martha A. Rorden

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

AGAWAM - 1987 ALTERATION-SHEET 2 OF 8 SHEETS
LIMITED ACCESS
LAYOUT NO. 6563



AGAWAM - 1987 ALTERATION-SHEET 3 OF 8 SHEETS
LIMITED ACCESS
LAYOUT NO. 6563



March 29, 1960 State Highway Loc. Line
(L.O. No. 4949)

LOCATION LINES OF MARCH 29, 1960 -
STATE HIGHWAY LAYOUT L.O. 4949

Year	Actual (%)	Projected (%)
1950	7.0	7.0
1960	7.5	7.5
1970	8.0	8.0
1980	8.5	8.5
1990	9.0	9.5
2000	9.5	10.5
2010	10.0	12.0
2020	10.5	14.0
2030	11.0	16.0
2040	11.5	18.0
2050	12.0	20.0

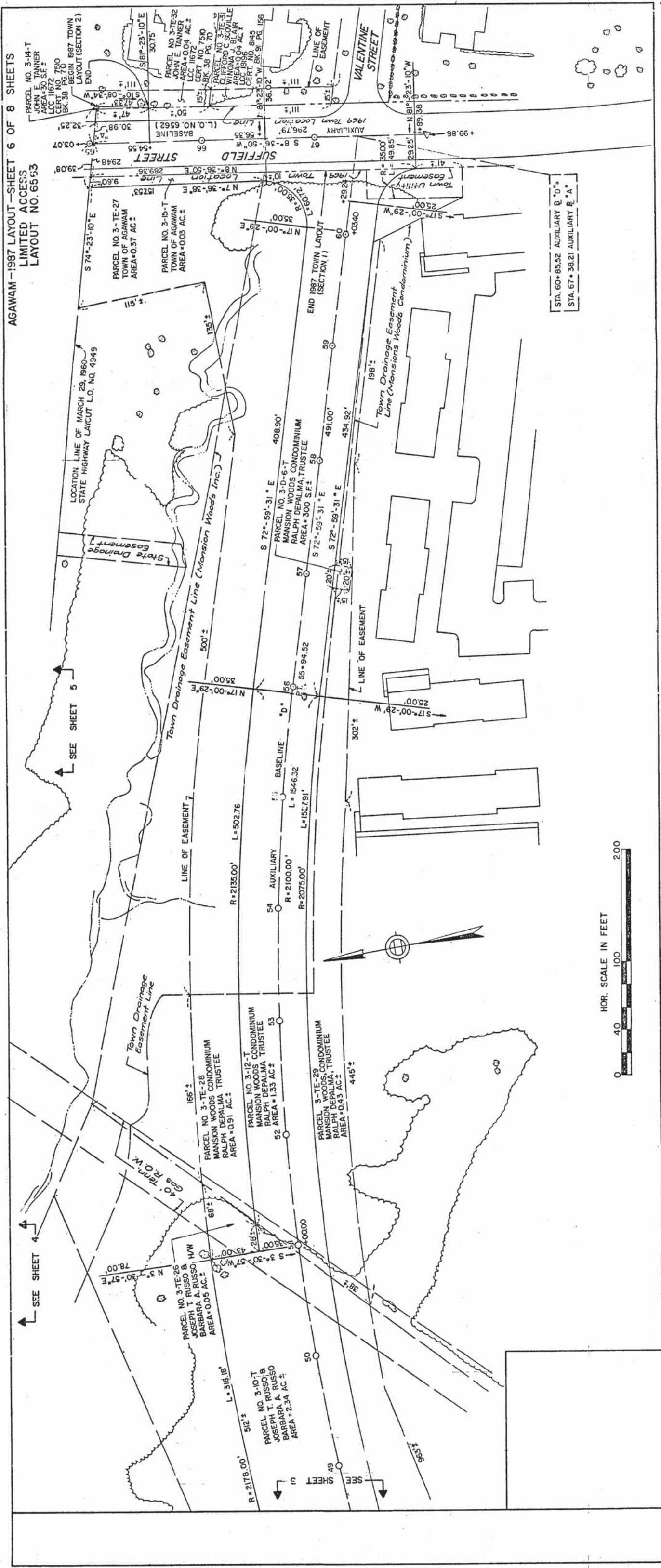
PARCEL NO. 3-55 -
TOWN OF AGAWAM
AREA = 0.15 AC. ±

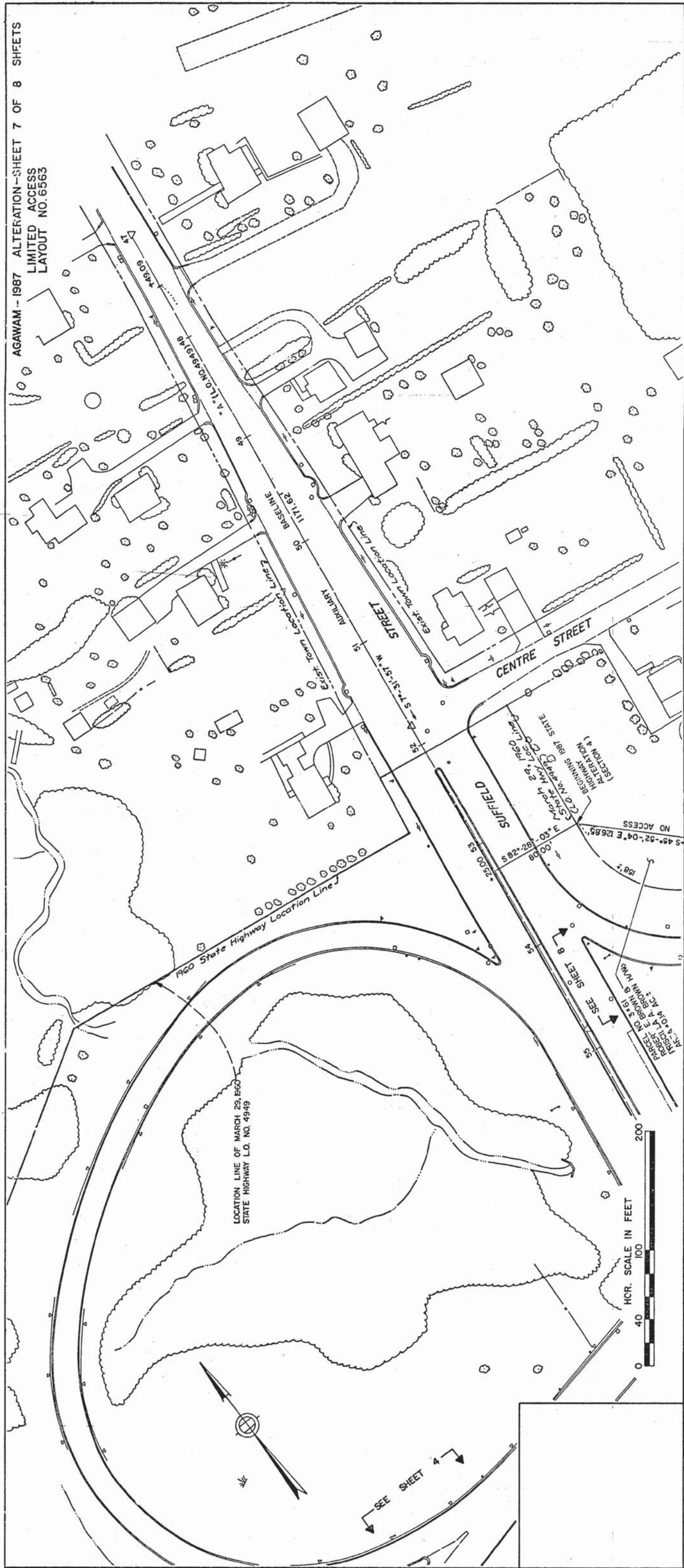
END 1987 STATE HIGHWAY,
ALTERATION (SECTION 2)

March 29, 1961 State Highway
(C.O. No 4949)

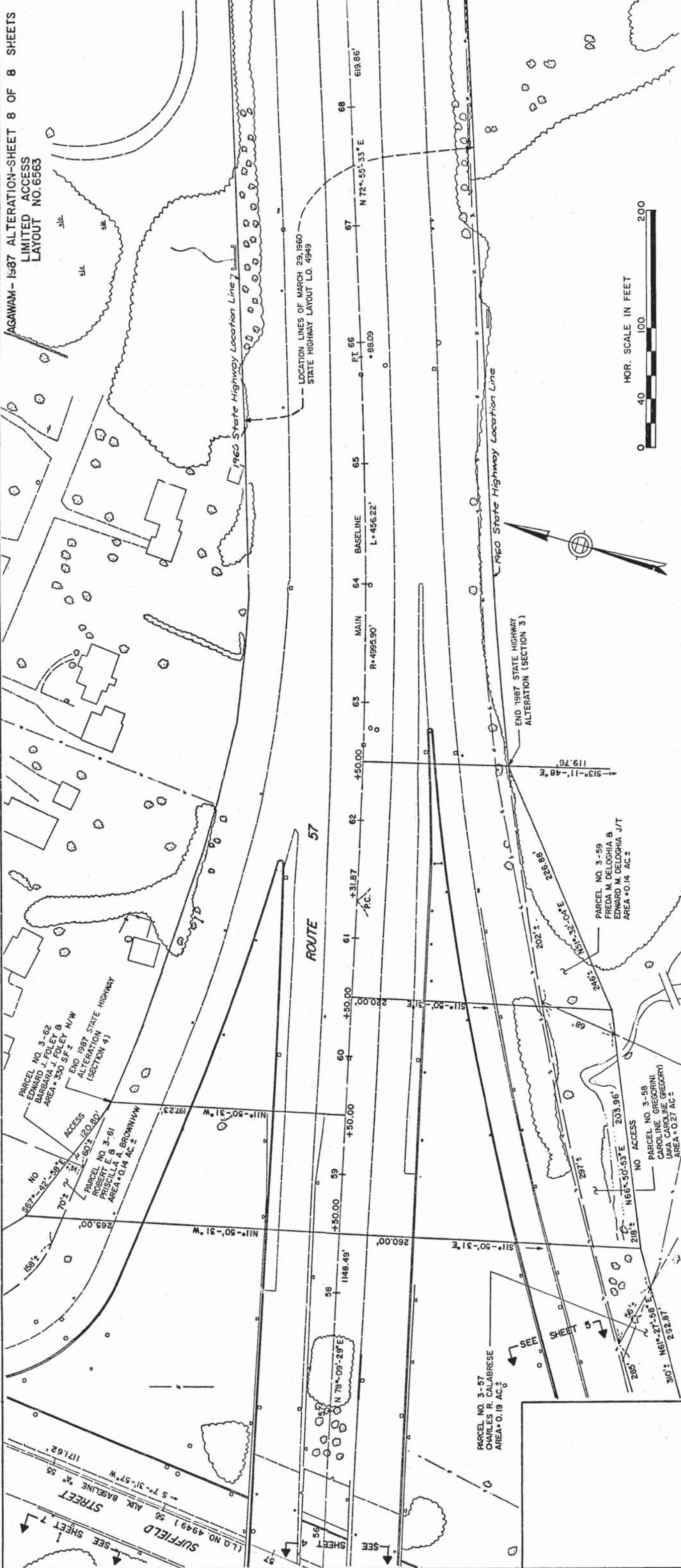
A horizontal scale bar with markings at 0, 40, 100, and 200 feet. The bar is divided into alternating black and white segments.

AGAWAM - 1987 LAYOUT - SHEET 6 OF 8 SHEETS
LIMITED ACCESS
LAYOUT NO. 6553





AGAWAM - 1987 ALTERATION-SHEET 8 OF 8 SHEETS
LIMITED ACCESS
LAYOUT NO. 6563



The Commonwealth of Massachusetts

Layout No. 6563 dated
3-11-87

Hampden County 36.

, 19 87

I HEREBY CERTIFY that the following document and plan have been this day
filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated March 11, 19 87, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the ~~city or~~ town of Agawam as shown on said plan.

Attest:

Kathleen M. McGee
Clerk of Courts.

REC'D COUNTY COM. CL.
APR 9 11 51 AM '87
COUNTY
OF
HAMPDEN



The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Department of Public Works
For Park Plaza, Boston 02116

Agawam Layout #6563
dated 3-11-87 .

William J. Martin, Jr., Clerk
Hampden County Commissioners
Court House
Springfield, MA 01103

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed.,
the Department of Public Works did, under date of March 11, 1987 ,
alter the location of a section of State highway laid out in the Town of
Agawam in the year 1987 .

A plan thereof and a certificate that said Department of Public Works
has laid out and taken charge of said State highway as altered in
accordance with said plan; are sent you herewith for filing in your office
according to the law. An attested copy of the adjudication and vote of the
Commissioners relative to the laying out and taking charge of said State
highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form
of receipt.

Sincerely,

Joseph A. Fanale, Director
Right of Way Bureau

JAF/dmr

Enclosure

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooo0ooo---

Agawam

Layout No: 6563

Order of Taking

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under dates of March 29, 1960 (L.O. No. 4949) and May 2, 1961, (L.O. No. 5104) lay out and take charge of as limited access State highways, roads in the Town of Agawam, County of Hampden, being known as Route 57, as shown on the plans of said State highways on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highways:

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration is made in four sections and consists of widening the aforesaid State highway locations on the northerly and southerly sides thereof to establish a location for a portion of Route 57 and is more fully described as follows:

The main baseline of location used in this alteration is comprised of portions of the main baselines of location of the March 29, 1960 and May 2, 1961 State highway layouts in the Town of Agawam. An auxiliary baseline "A" used in this alteration is a portion of auxiliary baseline "A" on Suffield Street, of the March 29, 1960 State

highway layout, and extends from Sta. 65+03.07, south $8^{\circ}-36'-50''$ west 296.79 feet to the point of ending thereof, shown on the plan hereinafter referred to as Station 67+99.86.

An auxiliary baseline "C" on Mill Street begins at a point shown on the plan as Station 42 and extends thence northwesterly by a curve to the left of radius 3300.00 feet a distance of 615.08 feet to its intersection with the main baseline, said point shown on the plan as Station 48+15.08, said Station being identical with Station 25+24.78 of the main baseline.

An auxiliary baseline "D" between Mill Street and Suffield Street begins at a point shown on the plan as Station 35+02.00, said Station being identical with Station 45+25.00 of auxiliary baseline "C", hereinbefore described and extends thence north $44^{\circ}-22'-16''$ east 10.88 feet; thence by a curve to the right of radius 1500.00 feet 535.32 feet; thence by a curve to the right of radius 2100.00 feet 1546.32 feet; thence south $72^{\circ}-59'-31''$ east 491.00 feet to the point of ending thereof, shown on the plan as Station 60+85.52, said Station being identical with Station 67+38.21 of auxiliary baseline "A", hereinbefore described.

SECTION 1

The southerly location line of the first section of the State highway as hereby altered and laid out begins at a point on the May 2, 1961 State highway location line (L.O. No. 5104), said point bearing south $23^{\circ}-14'-10''$ east and 100.00 feet distant from Station 25+10.00 of the main baseline hereinbefore referred to and extends thence leaving said location line south $49^{\circ}-41'-43''$ east 55.85 feet to a point bearing south $23^{\circ}-14'-10''$ east and 150.00 feet distant from Station 25+34.88 of said main baseline; thence north $66^{\circ}-45'-50''$ east 292.12 feet to a point bearing south $23^{\circ}-14'-10''$ east and 150.00 feet distant from Station 28+27.00; thence north $40^{\circ}-11'-56''$ east 111.80 feet to the point of ending thereof said point being on the May 2, 1961 State highway layout (L.O. No. 5104), bearing south $23^{\circ}-14'-10''$ east and 100 feet distant from Station 29+27.00 of said main baseline.

SECTION 2

The southerly location line of the second section of the State highway as hereby altered and laid out begins at a point on the May 2, 1961 State highway location line (L.O. No. 5104), said point bearing south $23^{\circ}-14'-10''$ east and 100.00 feet distant from Station 41+50.00 of the main baseline as hereinbefore referred to, and extends thence leaving said location line north $71^{\circ}-20'-16''$ east 376.20 feet to a point bearing south $23^{\circ}-14'-10''$ east and 130.00 feet distant from Station 45+25.00 of said main baseline; thence north $89^{\circ}-59'-15''$ east 59.85 feet to point of ending thereof, said point being on the March 29, 1960 State highway layout (L.O. No. 4949) and bearing south $23^{\circ}-14'-10''$ east and 153.60 feet distant from Station 45+80.00 of said main baseline.

SECTION 3

The southerly location line of the third section of the State highway as hereby altered and laid out begins at a point on the March 29, 1960 State highway location line (L.O. No. 4949), said point bearing south $74^{\circ}-23'-10''$ east and 24.94 feet distant from Station 65+03.07 of auxiliary baseline "A" as hereinbefore referred to and described, and extends thence south $74^{\circ}-23'-10''$ east 7.31 feet to a point bearing south $74^{\circ}-23'-10''$ east and 32.25 feet distant from Station 65+03.07 of said auxiliary baseline "A"; thence north $10^{\circ}-08'-34''$ east 172.30 feet to a point bearing south $81^{\circ}-23'-10''$ east and 36.61 feet distant from Station 63+35.00 of said auxiliary baseline "A"; thence north $15^{\circ}-49'-11''$ east 186.47 feet to a point bearing south $81^{\circ}-23'-10''$ east and 60.00 feet distant from Station 61+50.00 of said auxiliary baseline "A"; thence north $46^{\circ}-29'-20''$ east 114.02 feet to a point bearing south $81^{\circ}-23'-10''$ east and 130.00 feet distant from Station 60+60.00 of said auxiliary baseline "A"; thence north $61^{\circ}-27'-58''$ east 282.87 feet to a point bearing south $11^{\circ}-50'-31''$ east and 260.00 feet distant from Station 58+50.00 of the main baseline as hereinbefore referred to; thence north $66^{\circ}-50'-53''$ east 203.96 feet to a point bearing south $11^{\circ}-50'-31''$ east and 220.00 feet distant from Station 60+50.00 of said

main baseline; thence north $51^{\circ}-32'-04''$ east 226.88 feet to the point of ending thereof, said point being on the March 29, 1960 State highway layout (L.O. No. 4949), bearing south $13^{\circ}-11'-48''$ east and 119.76 feet distant from Station 62+50.00 of said main baseline.

SECTION 4

The northerly location line of the fourth section of the State highway as hereby altered and laid out begins at a point on the March 29, 1960 State highway location line (L.O. No. 4949), said point bearing south $82^{\circ}-28'-03''$ east and 80.00 feet distant from Station 53+25.00 of auxiliary baseline "A" as hereinbefore referred to and extends thence south $45^{\circ}-52'-04''$ east 126.85 feet to a point bearing north $11^{\circ}-50'-31''$ west and 265.00 feet distant from Sta. 58+50.00 of the main baseline as hereinbefore referred to; thence south $67^{\circ}-42'-58''$ east 120.80 feet to the point of ending thereof, said point being on the aforesaid March 29, 1960 State Highway Layout (L.O. No. 4949) bearing north $11^{\circ}-50'-31''$ west and 197.23 feet distant from Station 59+50.00 of said main baseline.

The location lines of the sections of State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof, where feasible.

The right of access to and egress from said State highway location as altered is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway location as altered is allowed:
 - a. Across the southerly location line of the first section hereinbefore described between a point marking the beginning of the State highway alteration Section 1 and a point thereon bearing south $23^{\circ}-14'-10''$ east and 150.00 feet distant from Station 26+20.00 of the main baseline as hereinbefore referred to.

- b. Across the southerly location line of the third section hereinbefore described between a point marking the beginning thereof and a point thereon marking the intersection therewith of the dividing line between land now or formerly of Beatrice E. Hamel, and land now or formerly of Alfred Gallerani, about opposite Station 63+33 of the aforesaid auxiliary baseline "A" and about 37 feet distant easterly therefrom.

The above mentioned access-egress items are indicated on the plan hereinafter referred to.

The restrictions of access-egress imposed under the aforesaid March 29, 1960 and May 2, 1961 layouts in the Town of Agawam across the northerly and southerly location lines thereof are hereby voided insofar as applicable to those portions thereof which are within the limits of the alteration hereinbefore described.

In connection with the alteration of the State highway hereinbefore described, it is necessary to lay out two sections of highway in behalf of the Town of Agawam and said sections of highway, shown as Section 1 and Section 2 on the plan hereinafter referred to, are hereby laid out in behalf of the Town of Agawam under the provisions of Chapter 448 of the Acts of 1948, and are described as follows:

SECTION 1

The first section of highway hereby laid out on behalf of the Town of Agawam comprises the laying out of a Town way adjoining in part the southerly location line of the State highway altered as hereinbefore described.

The northerly location line of the first section of highway hereby laid out on behalf of the Town of Agawam begins at a point marking the intersection of the easterly sideline of the 1944 Town layout of Mill Street and the southerly location line of the State highway layout altered as hereinbefore described, said point bearing south 23°-14'-10" east and 150.00 feet distant from Station 25+91.10 of the aforesaid main baseline and extends thence continuing along the southerly location line of said State highway alteration north 66°-45'-50" east 235.90 feet to a point

bearing south $23^{\circ}-14'-10''$ east and 150.00 feet distant from Station 28+27.00 of said main baseline; thence following said State highway location line north $40^{\circ}-11'-56''$ east 111.80 feet to a point bearing south $23^{\circ}-14'-10''$ east and 100.00 feet distant from Station 29+27.00 of said main baseline; thence following the May 2, 1961 State highway location line north $66^{\circ}-45'-50''$ east 773.00 feet to a point bearing south $23^{\circ}-14'-10''$ east and 100.00 feet distant from Station 37+00.00 of said main baseline; thence leaving said location line north $85^{\circ}-11'-53''$ east 250.34 feet to a point bearing north $4^{\circ}-48'-07''$ west and 78.00 feet distant from Station 47+95.14 of said auxiliary baseline "D" as hereinbefore described; thence by a curve to the right of 2178.00 feet radius, 316.18 feet to a point bearing north $3^{\circ}-30'-57''$ east and 78.00 feet distant from Station 51+00.00 of said auxiliary baseline "D"; thence south $03^{\circ}-30'-57''$ west 43.00 feet to a point bearing north $3^{\circ}-30'-57''$ east and 35.00 feet distant from Station 51+00.00 of said auxiliary baseline "D"; thence by a curve to the right of 2135.00 feet radius 502.76 feet to a point bearing north $17^{\circ}-00'-29''$ east and 35.00 feet distant from Station 55+94.52 of said auxiliary baseline "D"; thence south $72^{\circ}-59'-31''$ east 408.90 feet to a point bearing north $17^{\circ}-00'-29''$ east and 35.00 feet distant from Station 60+03.40 from said auxiliary baseline "D"; thence by a curve to the left of 35.00 feet radius 60.72 feet to a point bearing north $81^{\circ}-23'-10''$ west and 36.02 feet distant from Station 66+56.36 of auxiliary baseline "A" as hereinbefore referred and described; thence north $7^{\circ}-36'-38''$ east 157.53 feet to a point on the March 29, 1960 State highway location line (L.O. No. 4949) bearing north $74^{\circ}-23'-10''$ west and 39.08 feet distant from Station 65+03.07 of said auxiliary baseline "A"; thence following said location line south $74^{\circ}-23'-10''$ east 9.60 feet to the point of ending bearing north $74^{\circ}-23'-10''$ west and 29.48 feet distant from Station 65+03.07 of said auxiliary baseline "A", said point being on the westerly location line of the 1969 Town layout for Suffield Street.

The southerly location line of the first section of highway hereby laid out on behalf of the Town of Agawam begins at a point on the easterly location line of the 1944 Town layout for Mill Street, said point bearing north $41^{\circ}-17'-27''$ east and 27.87 feet distant from Station 42+74.75 of auxiliary baseline "C" as hereinbefore described and extends thence leaving said location line north $38^{\circ}-32'-00''$ west 191.78 feet west to a point bearing north $45^{\circ}-25'-50''$ east and 42.56 feet distant from Station 44+63.98 of said auxiliary baseline "C"; thence by a curve to the right of 40.00 feet radius 59.85 feet to a point bearing south $42^{\circ}-48'-03''$ east and 25.00 feet distant from Station 35+86.92 of said auxiliary baseline "D"; thence by a curve to the right of 1475.00 feet radius 453.59 feet to a point bearing south $25^{\circ}-10'-52''$ east and 25.00 feet distant from Station 40+48.20 of said auxiliary baseline "D"; thence by a curve to the right of 2075.00 feet radius 1527.91 feet to a point bearing south $17^{\circ}-00'-29''$ west and 25.00 feet distant from Station 55+94.52 of said auxiliary baseline "D"; thence south $72^{\circ}-59'-31''$ east 434.92 feet to a point bearing south $17^{\circ}-00'-29''$ west and 25.00 feet distant from Station 60+29.24 of said auxiliary baseline "D"; thence by a curve to the right of 35.00 feet radius 49.85 feet to the point of ending bearing north $81^{\circ}-23'-10''$ west and 29.25 feet distant from Station 67+89.38 of said auxiliary baseline "A", said point being on the westerly location line of the 1969 Town layout for Suffield Street.

The westerly end of the Town layout is defined by that portion of the existing easterly location line of Mill Street, extending between the points of beginning of the southerly and northerly location lines hereinbefore described and being more fully described as follows:

Beginning at a point marking the point of beginning of said southerly Town location line bearing north $41^{\circ}-17'-27''$ and 27.87 feet distant from Station 42+74.75 of said auxiliary baseline "C" and extending north $49^{\circ}-41'-43''$ west 378.82 feet to the point marking the beginning of the said northerly Town location line.

The easterly end of the Town layout is defined by that portion of the existing westerly location line of Suffield Street, extending between the points of ending of the southerly and northerly location lines hereinbefore described and being more fully described as follows:

Beginning at a point marking the point of ending of said southerly Town location line bearing north $81^{\circ}-23'-10''$ west and 29.25 feet distant from Station 67+89.38 of said auxiliary baseline "A" and extending north $8^{\circ}-36'-50''$ east 289.36 feet to a point marking the ending of said northerly Town location line.

SECTION 2

The second section of highway hereby laid out in behalf of the Town of Agawam consists of establishing a location for the widening of a portion of Suffield Street and is more fully described as follows:

Beginning at a point on the easterly location line of the 1969 Town layout for Suffield Street, said point marking the intersection of said Town location line and the southerly location line of the State highway layout as hereby altered, bearing south $74^{\circ}-23'-10''$ east and 30.98 feet distant from Station 65+03.07 of said auxiliary baseline "A", and extends thence south $74^{\circ}-23'-10''$ east 1.27 feet to a point bearing south $74^{\circ}-23'-10''$ east and 32.25 feet distant from Station 65+03.07 of said auxiliary baseline "A"; thence south $10^{\circ}-08'-34''$ west 47.33 feet to the point of ending thereof, on the easterly location line of said 1969 Town location line, said point bearing south $81^{\circ}-23'-10''$ east and 30.75 feet distant from Station 66+54.55.

The location lines of the sections of Town ways hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof where feasible.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 3-D-1, for the purpose of draining and maintaining a State highway and consists of the right to enter upon said land at any time and to construct thereon and to use and maintain drainage structures and/or ditches, together with the right to discharge surface water upon said land.

Parcel No. 3-D-1. A parcel of land supposed to be owned by Vincent Russo, adjoining the southerly location line of the second section of the State highway alteration as hereinbefore described between points thereon opposite about Stations 42+40 and 42+79 of said main baseline hereinbefore described, and bounded northwesterly by said location line 39 feet more or less; northeasterly by land now or formerly of the Town of Agawam 56 feet more or less; southeasterly by other land now or formerly of said Russo 30 feet more or less; southwesterly by other land now or formerly of said Russo 80 feet more or less; containing about 0.05 acres.

Easements are hereby taken in behalf of the Town of Agawam in the parcels of land shown on the plan hereinafter referred to as Parcels 3-D-1-T to 3-D-6-T inclusive, for the purpose of draining and maintaining Town ways and consist of the right to enter upon said land at any time and to construct thereon and to use and maintain drainage structures and/or ditches, together with the right to discharge surface water upon said land.

Parcel 3-D-1-T. A parcel of land supposed to be owned by Irene Lehn, Mildred I. Dainiak and Mae T. Buckley, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Station 44+63.98 of auxiliary baseline "C" and Station 36+35 of auxiliary baseline "D" hereinbefore described, and bounded; westerly and northwesterly by said location line 102 feet more or less; northeasterly 43 feet more or less; southeasterly 63 feet more or less; southerly 31 feet more or less; all by other land of said Lehn, Dainiak and Buckley, containing about 0.09 acres.

Parcel 3-D-2-T. A parcel of land supposed to be owned by Irene Lehn, Mildred I. Dainiak and Mae T. Buckley, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Stations 38+20 and 38+40 of auxiliary baseline "D" and bounded; northwesterly by said location line 20 feet more or less; northeasterly 75 feet more or less; southeasterly 20 feet more or less; southwesterly 75 feet more or less; all by other land of said Lehn, Dainiak and Buckley, containing about 0.03 acres.

Parcel 3-D-3-T. A parcel of land supposed to be owned by Joseph T. Russo and Barbara A. Russo, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Stations 41+30 and 41+50 of said auxiliary baseline "D" and bounded; northwesterly by said location line 20 feet more or less; northeasterly 74 feet more or less; southeasterly 20 feet more or less; southwesterly 74 feet more or less; all by other land of said Russo, containing about 0.03 acres.

Parcel 3-D-4-T. A parcel of land supposed to be owned by Joseph T. Russo and Barbara A. Russo, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Stations 44+35 and 44+55 of said auxiliary baseline "D", and bounded; northerly by said location line 20 feet more or less; easterly 65 feet more or less; southerly 20 feet more or less; westerly 65 feet more or less; all by other land of said Russo, containing about 0.03 acres.

Parcel 3-D-5-T. A parcel of land supposed to be owned by Joseph T. Russo and Barbara A. Russo, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Stations 47+45 and 47+65 of said auxiliary baseline "D", and bounded; northerly by said location line 20 feet more or less; easterly 48 feet more or less; southerly 20 feet more or less; westerly 48 feet more or less; all by other land of said Russo, containing about 0.02 acres.

Parcel 3-D-6-T. A parcel of land supposed to be owned by Mansion Woods Condominium, adjoining the southerly location line of the first section of Town layout as hereinbefore described between points thereon opposite Stations 56+90 and 57+10 of said auxiliary baseline "D", and bounded; northeasterly by said location line 20 feet more or less; southeasterly 15 feet more or less; southwesterly 20 feet more or less; southwesterly 15 feet more or less; all by other land of said Mansion Woods, containing about 300 square feet.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 3-TE-24 to 3-TE-34 inclusive, for the purpose of grading and constructing driveways and any other incidental work as necessary within said parcels and consist of the right to enter upon said land at any time during the effective period of said easements to perform the work pertinent thereto. Said easements are temporary in nature and are to be in effect only until four (4) years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Agawam, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 3-53 to 3-59 inclusive, 3-61, 3-62, 3-73 and 3-74, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of Town highway hereinbefore described, the Department of Public Works, on behalf of the Town of Agawam, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 3-9-T

to 3-12-T inclusive, 3-14-T and 3-15-T, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Agawam, County of Hampden excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

The State highway hereby altered and laid out, the sections of Town highways hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Altered and Laid Out as a State Highway by the Department of Public Works March 11, 1987 Scale 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 3-73, 3-74, 3-14-T, 3-TE-31, 3-TE-32 and 3-TE-33, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>PARCEL</u>	<u>OWNER</u>	<u>CERTIFICATE</u>	<u>L.C.C.</u>	<u>BOOK</u>	<u>PAGE</u>
3-73	John E. Tanner	7510	11672	38	70
3-14-T	John E. Tanner	7510	11672	38	70
3-TE-32	John E. Tanner	7510	11672	38	70
3-74	Beatrice E. Hamel	5225	5530	28	90

3-TE-33	Beatrice E. Hamel	5225	5530	28	90
3-TE-31	Clifford C. Scoville and Winona J. Blair	8145	18196	91	156

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
3-53	Irene Lehn, Mildred I. Dainiak and Mae T. Buckley	0.34 Acres
3-54	Vincent Russo	0.02 Acres
3-55	Town of Agawam	0.15 Acres
3-56	Alfred Gallerani	0.02 Acres
3-57	Charles R. Calabrese	0.19 Acres
3-58	Caroline Gregorini, a/k/a Caroline Gregory	0.27 Acres
3-59	Freda M. Deloghia and Edward M. Deloghia J/T	0.14 Acres
3-61	Robert E. Brown and Priscilla A. Brown H/W	0.14 Acres
3-62	Edward J. Foley and Barbara J. Foley H/W	330 S.F.
3-73	John E. Tanner	20 S.F.
3-74	Beatrice E. Hamel	0.02 Acres
3-9-T	Irene Lehn, Mildred I. Dainiak and Mae T. Buckley	1.37 Acres
3-10-T	Joseph T. Russo and Barbara A. Russo H/W	2.34 Acres
3-11-T	Vincent Russo	77 S.F.
3-12-T	Mansion Woods Condominium Ralph Depalma, Trustee	1.33 Acres
3-14-T	John E. Tanner	30 S.F.
3-15-T	Town of Agawam	0.03 Acres

3-D-1	Vincent Russo	0.05 Acres
3-D-1-T	Irene Lehn, Mildred I. Dainiak and Mae T. Buckley	0.09 Acres
3-D-2-T	Irene Lehn, Mildred I. Dainiak and Mae T. Buckley	0.03 Acres
3-D-3-T	Joseph T. Russo and Barbara A. Russo H/W	0.03 Acres
3-D-4-T	Joseph T. Russo and Barbara A. Russo H/W	0.03 Acres
3-D-5-T	Joseph T. Russo and Barbara A. Russo H/W	0.02 Acres
3-D-6-T	Mansion Woods Condominium Ralph Depalma, Trustee	300 S.F.
3-TE-24	Irene Lehn, Mildred I. Dainiak and Mae T. Buckley	1.19 Acres
3-TE-25	Joseph T. Russo and Barbara A. Russo H/W	1.42 Acres
3-TE-26	Joseph T. Russo and Barbara A. Russo H/W	0.05 Acres
3-TE-27	Town of Agawam	0.37 Acres
3-TE-28	Mansion Woods Condominium Ralph Depalma, Trustee	0.91 Acres
3-TE-29	Mansion Woods Condominium Ralph Depalma, Trustee	0.43 Acres
3-TE-30	William J. Drew 3rd, and Sandra L. Drew H/W	0.04 Acres
3-TE-31	Clifford C. Scoville and Winona J. Blair	0.04 Acres
3-TE-32	John E. Tanner	0.04 Acres
3-TE-33	Beatrice E. Hamel	0.04 Acres
3-TE-34	Alfred Gallerani	0.02 Acres

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

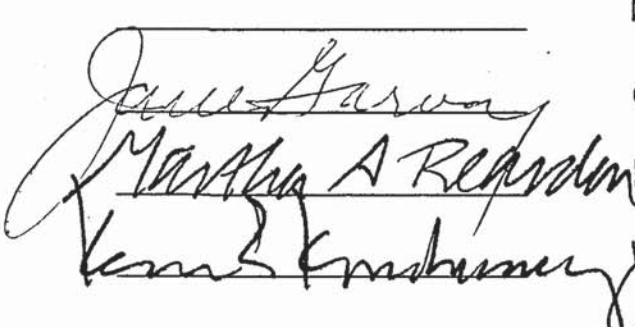
It is therefore

VOTED: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

It is also

VOTED: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out the aforesaid sections of Town way in accordance with said plan.

Dated at Boston this eleventh day of March, 1987



Members
of the
Public
Works
Commission

1988

Agawam



STATE LAYOUT PLAN #6562
Federal Aid Project No. F-18(5)
Route 57, Mill St. to Shoemaker Lane

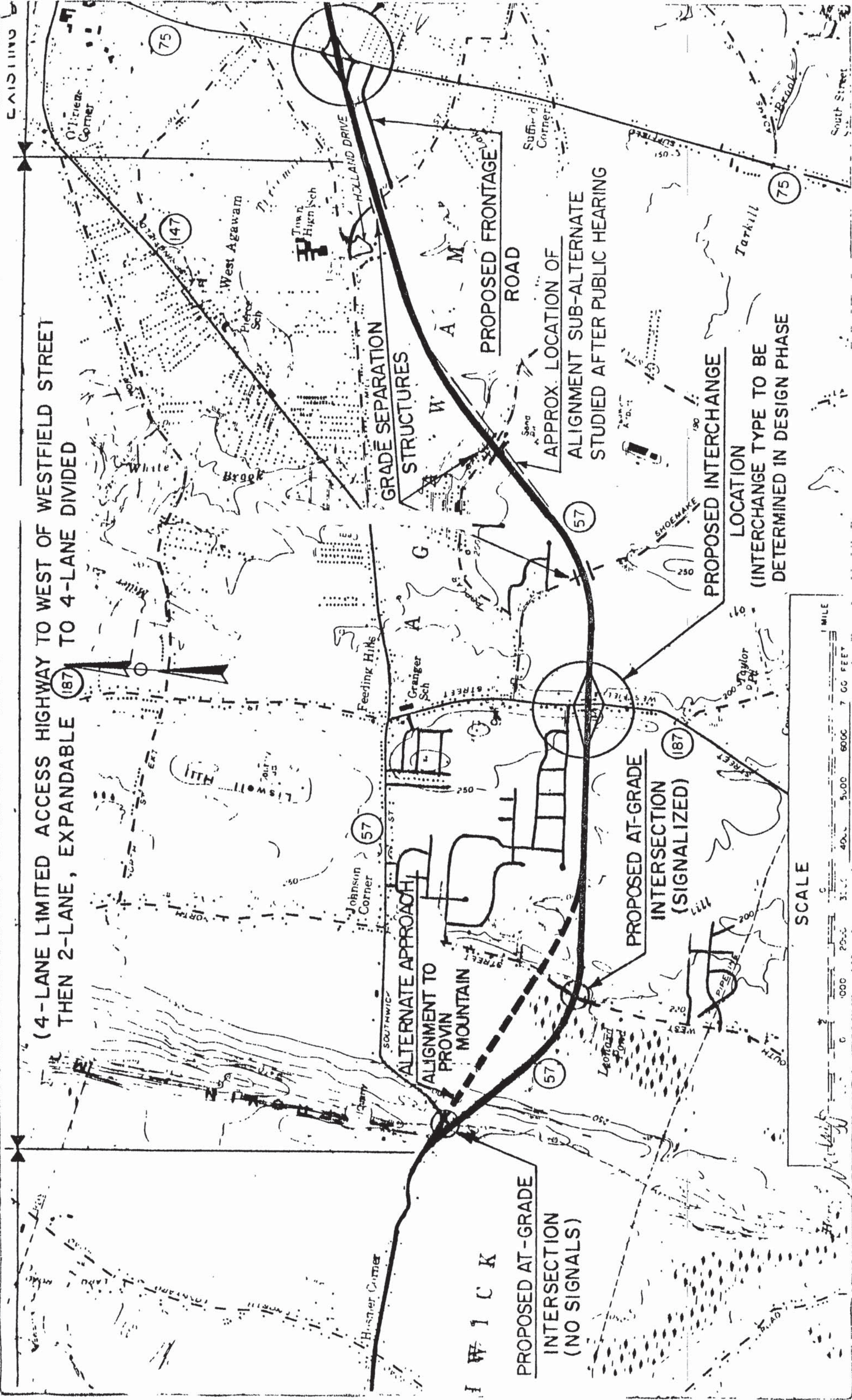
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 258 PAGE 25-40

INDEXING

STATE LAYOUT PLAN #6562

- Image Info SH50010 Agawam
- Image Info SH50010 Garden Street
- Image Info SH50010 Hendon Drive
- Image Info SH50010 Route 57
- Image Info SH50010 Shoemaker Lane
- Image Info SH50010 South Westfield Street
- Image Info SH50010 Tennis Road

(4-LANE LIMITED ACCESS HIGHWAY TO WEST OF WESTFIELD STREET
THEN 2-LANE, EXPANDABLE (187) TO 4-LANE DIVIDED



PROPOSED AT-GRADE
INTERSECTION
(NO SIGNALS)

ALTERNATE APPROACH
ALIGNMENT TO
PROVIN
MOUNTAIN

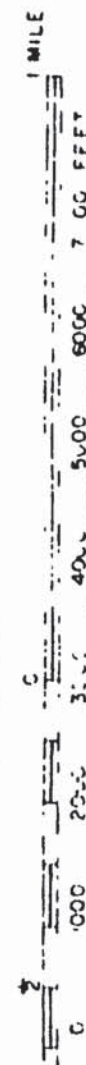
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INTERSECTION
(SIGNALIZED)

PROPOSED FRONTAGE
ROAD

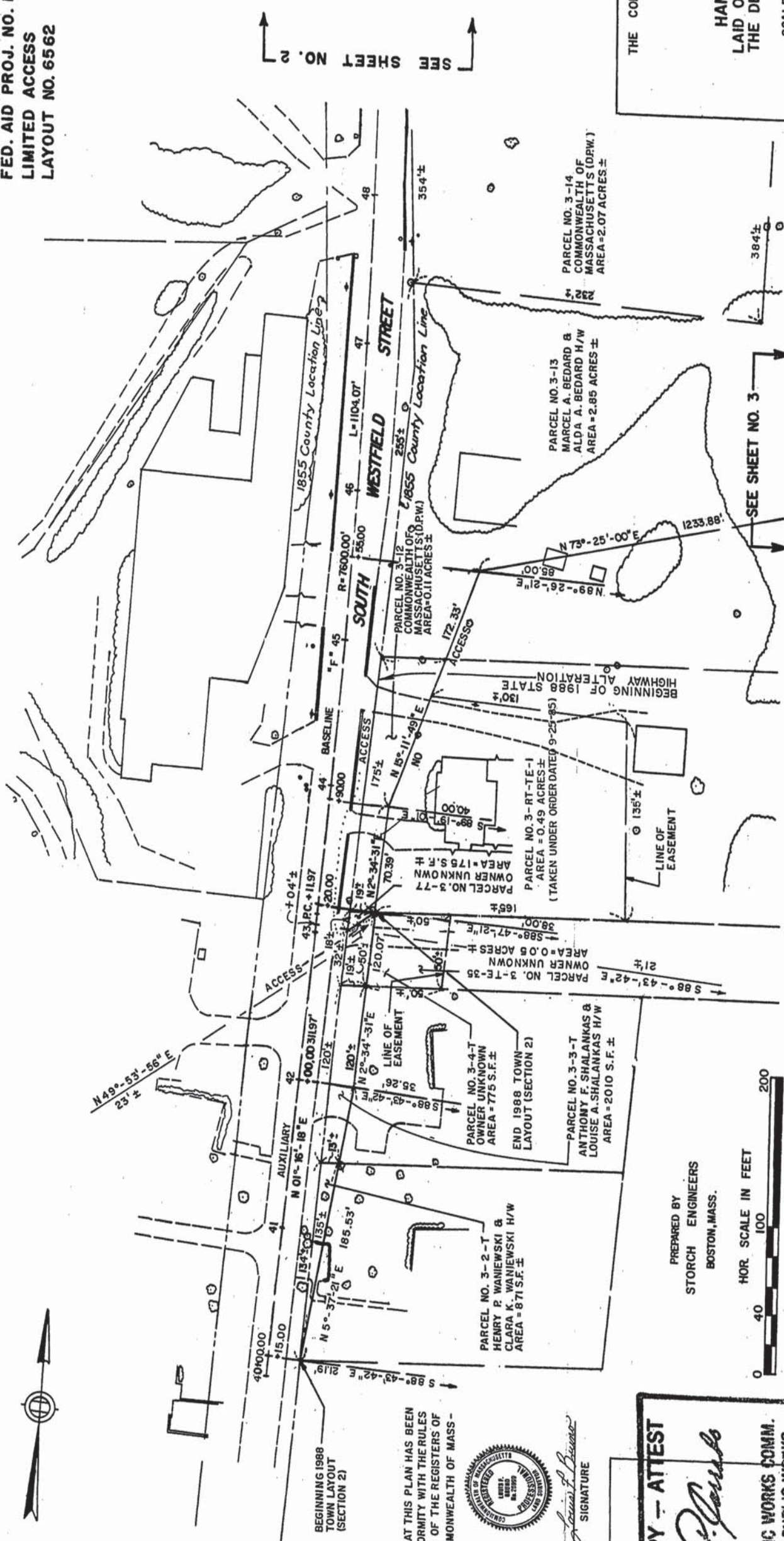
APPROX. LOCATION OF
ALIGNMENT SUB-ALTERNATE
STUDIED AFTER PUBLIC HEARING

PROPOSED INTERCHANGE
LOCATION
(INTERCHANGE TYPE TO BE
DETERMINED IN DESIGN PHASE)

SCALE



AGAWAM - 1988 LAYOUT - SHEET 1 OF 16 SHEETS
FED. AID PROJ. NO. F-18(5)
LIMITED ACCESS
LAYOUT NO. 6562



THIS CERTIFIES THAT THE SECTIONS OF ROAD MARKED ON THIS PLAN "TOWN LAYOUT" WERE LAID OUT IN BEHALF OF THE TOWN OF AGAWAM BY THE MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS ON JUNE 2, 1988 UNDER AUTHORITY OF CHAPTER 44B OF THE ACTS OF 1948.

Allen R. DiGirolamo
Robert J. Gosselin
Kenneth K. Kumbury

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THIS CERTIFIES THAT THE ROAD SHOWN ON THIS PLAN WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS ON JUNE 2, 1988 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943.

Allen R. DiGirolamo
Robert J. Gosselin
Kenneth K. Kumbury

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE TOWN OF
AGAWAM
HAMPDEN COUNTY
LAID OUT AS A STATE HIGHWAY BY
THE DEPARTMENT OF PUBLIC WORKS
JUNE 2, 1988
SCALE: 80 FEET TO THE INCH (EXCEPT AS NOTED)
Robert H. Johnson P.E.
CHIEF ENGINEER LAYOUT NO. 6562

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTER OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.



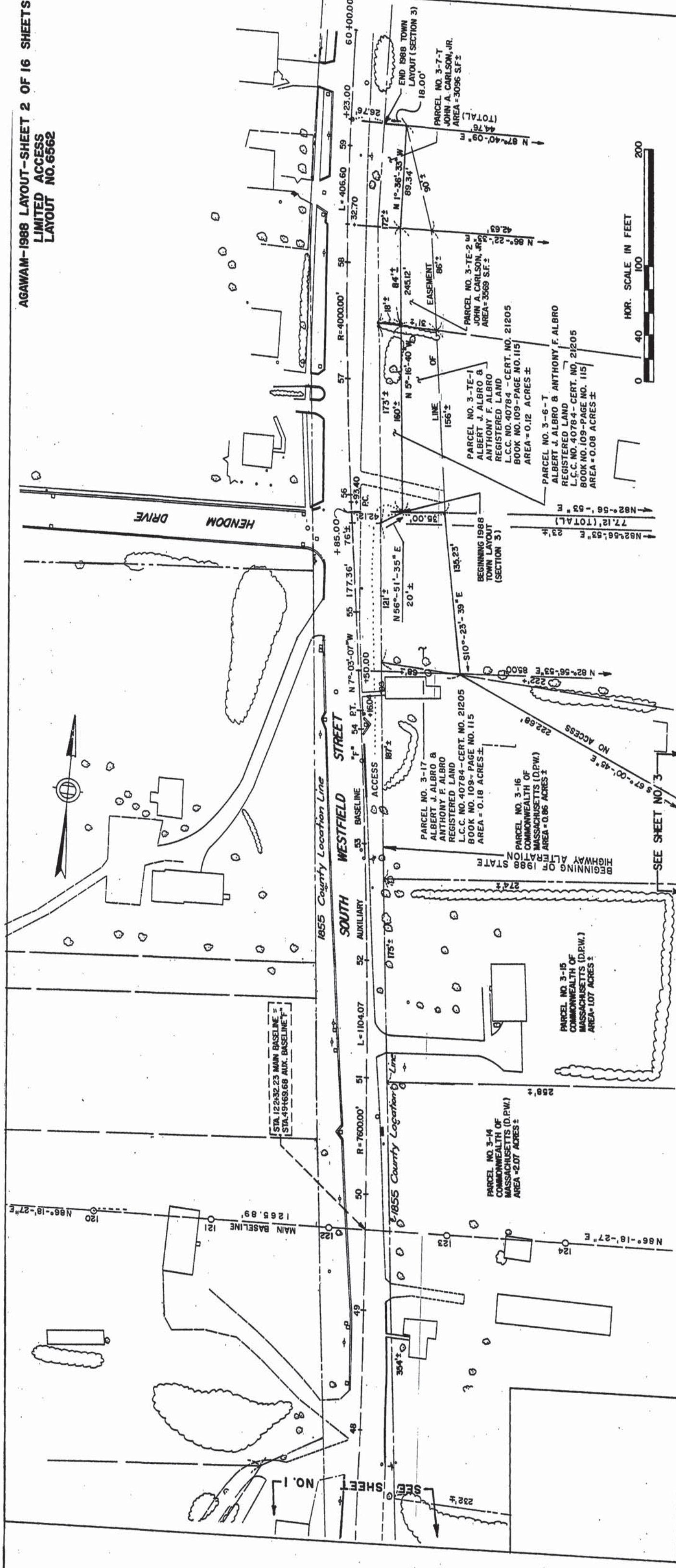
5/11/88
DATE
Robert H. Johnson
SIGNATURE

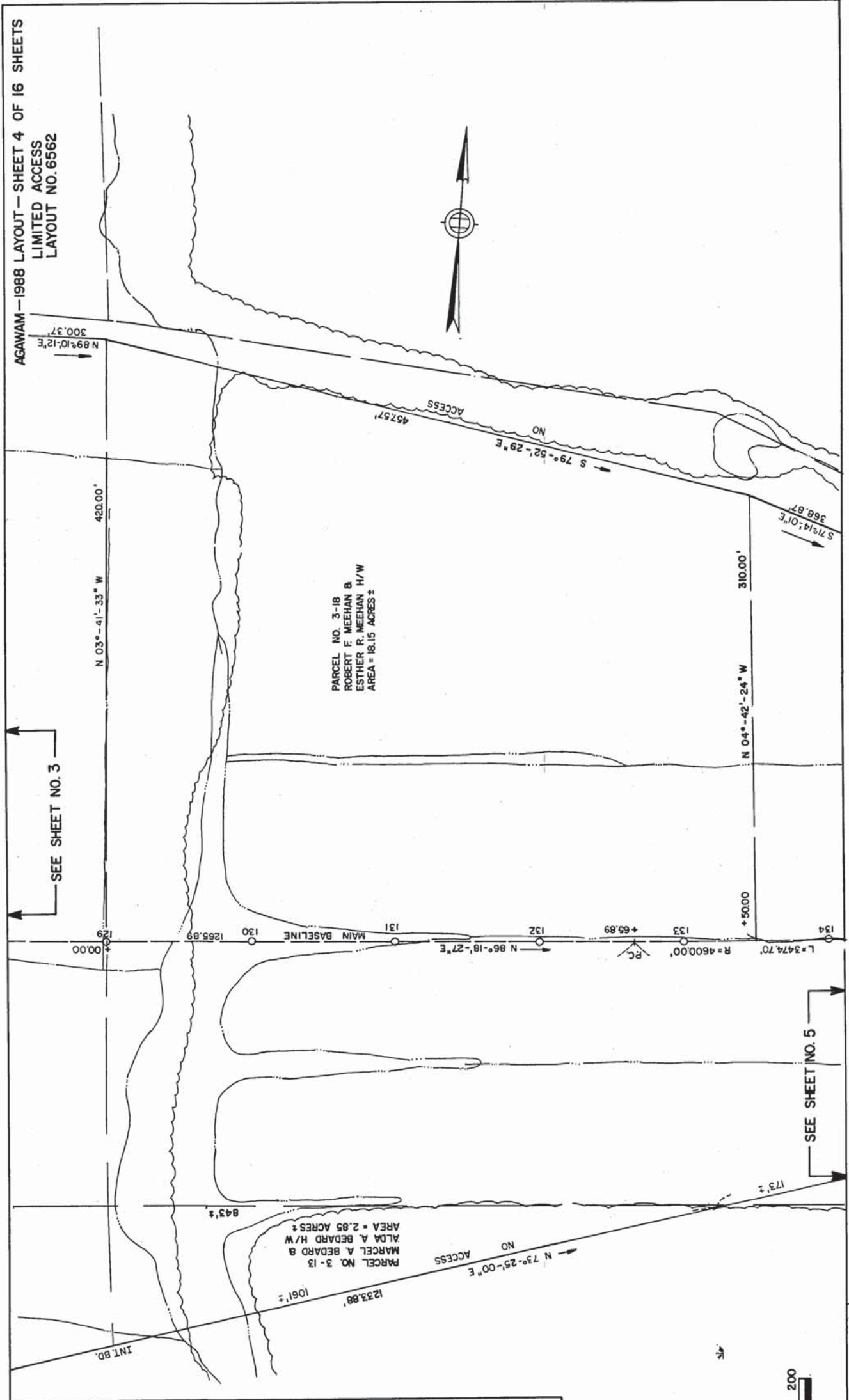
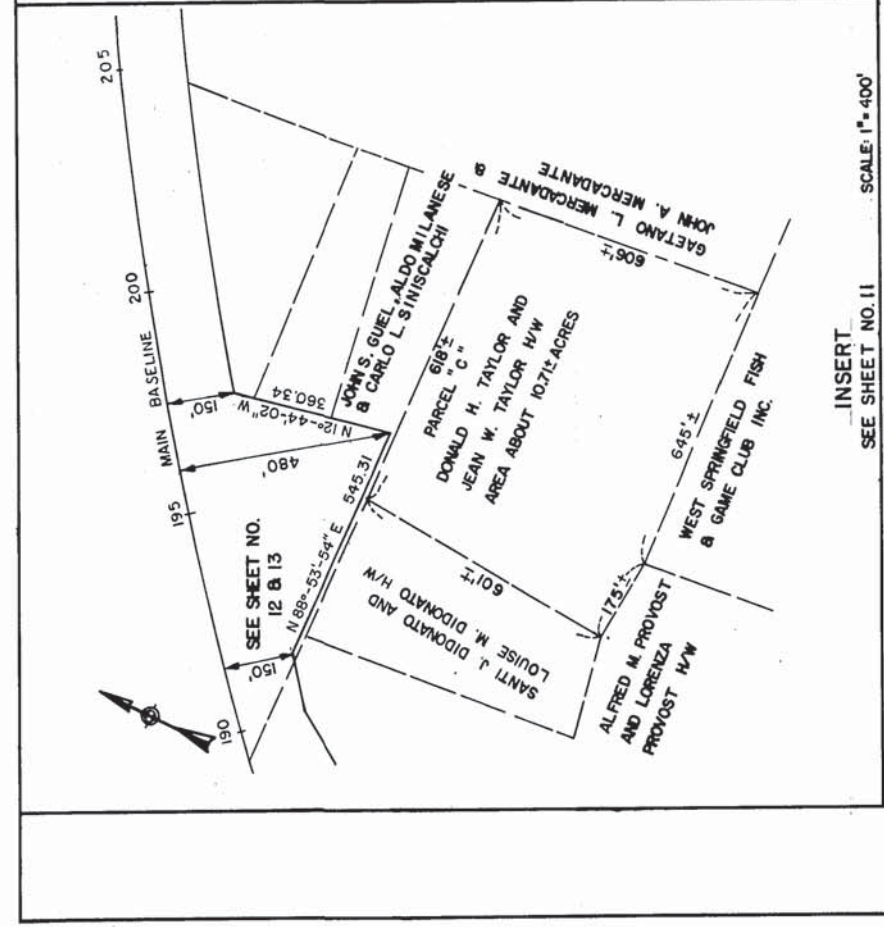
A TRUE COPY - ATTEST
Matthew P. Condo
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

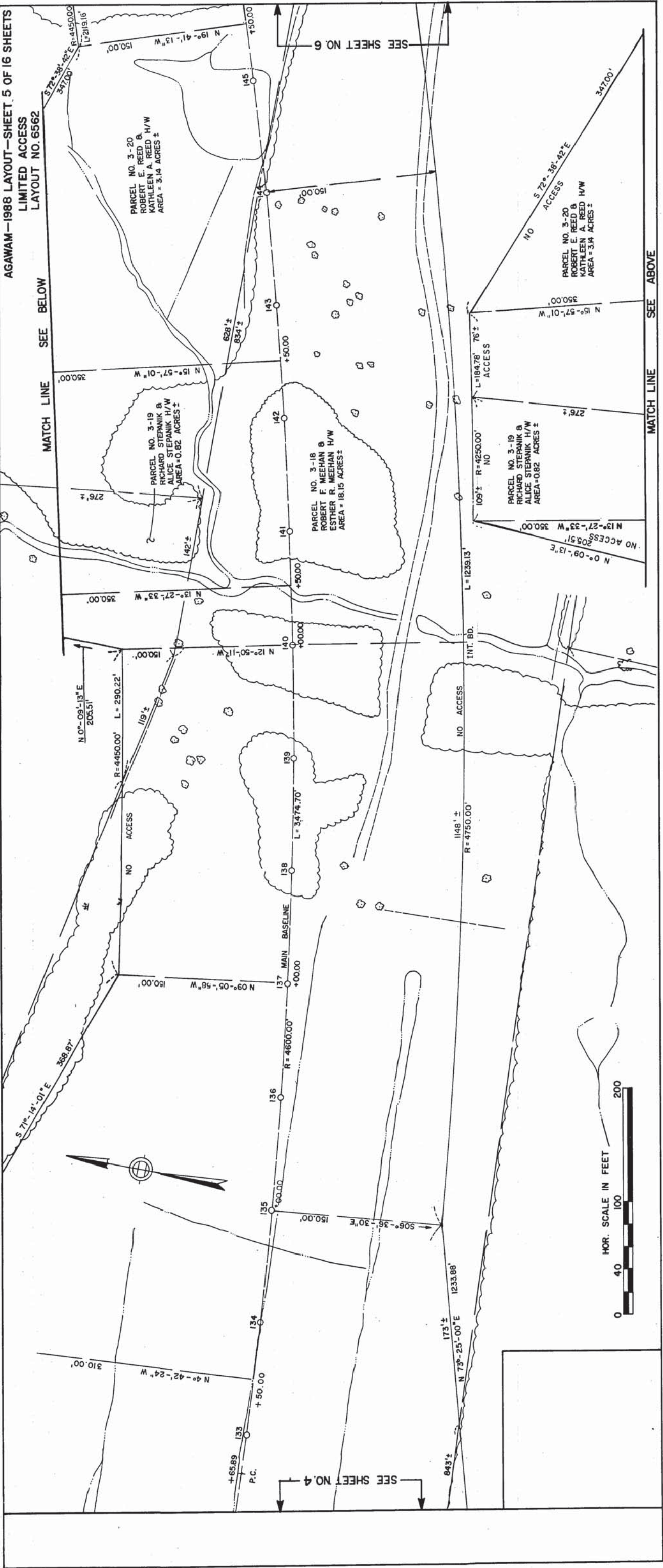
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STORCH ENGINEERS
BOSTON, MASS.

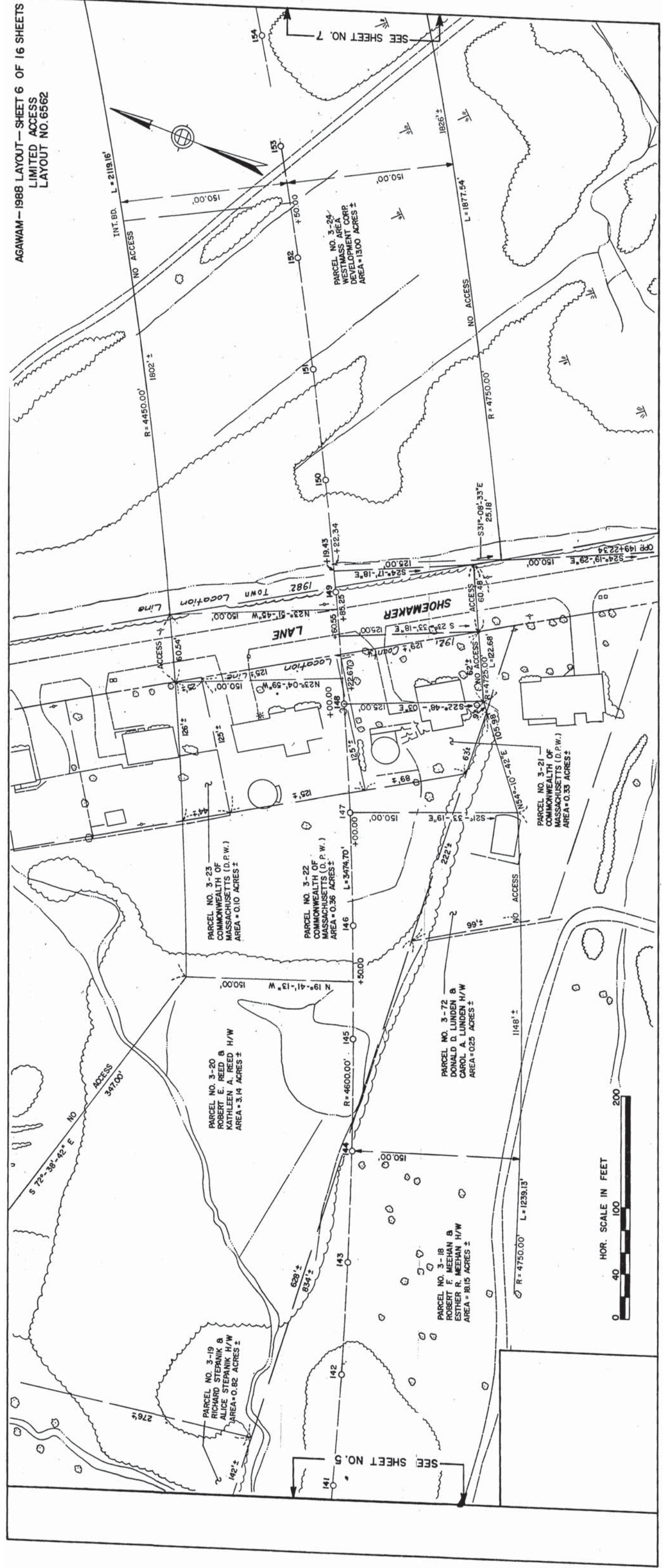


AGAWAM-1988 LAYOUT-SHEET 2 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562









SEE SHEET NO. 5

PARCEL NO. 3-24
WESTMASS AREA
DEVELOPMENT CORP.
AREA = 13.00 ACRES ±

PARCEL NO. 3-23
COMMONWEALTH OF
MASSACHUSETTS (D.P.W.)
AREA = 0.10 ACRES ±

PARCEL NO. 3-22
COMMONWEALTH OF
MASSACHUSETTS (D.P.W.)
AREA = 0.36 ACRES ±

PARCEL NO. 3-20
ROBERT E. REED &
KATHLEEN A. REED H/W
AREA = 3.14 ACRES ±

PARCEL NO. 3-19
RICHARD STERNIK &
ALICE STERNIK H/W
AREA = 0.82 ACRES ±

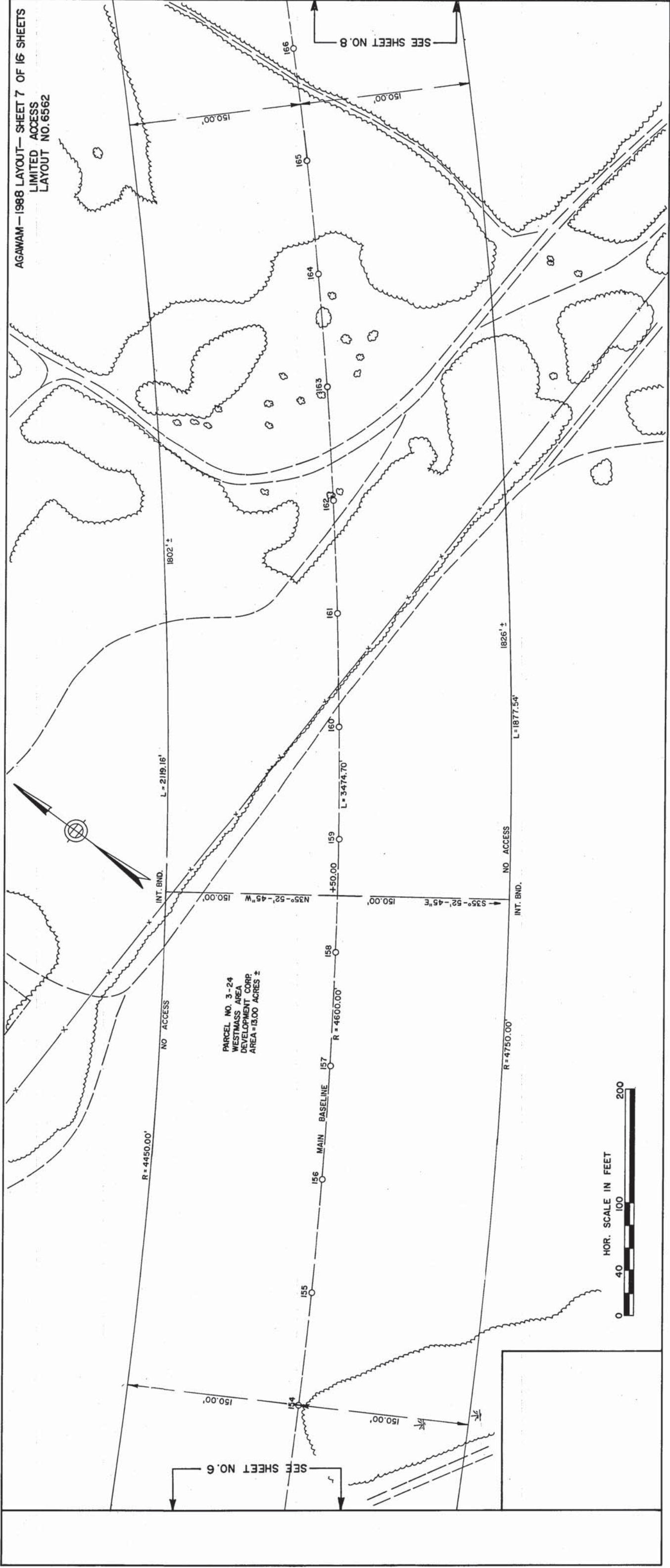
PARCEL NO. 3-18
ROBERT F. MEEHAN &
ESTHER R. MEEHAN H/W
AREA = 18.15 ACRES ±

PARCEL NO. 3-72
DONALD D. LUNDEN &
CAROL A. LUNDEN H/W
AREA = 0.25 ACRES ±

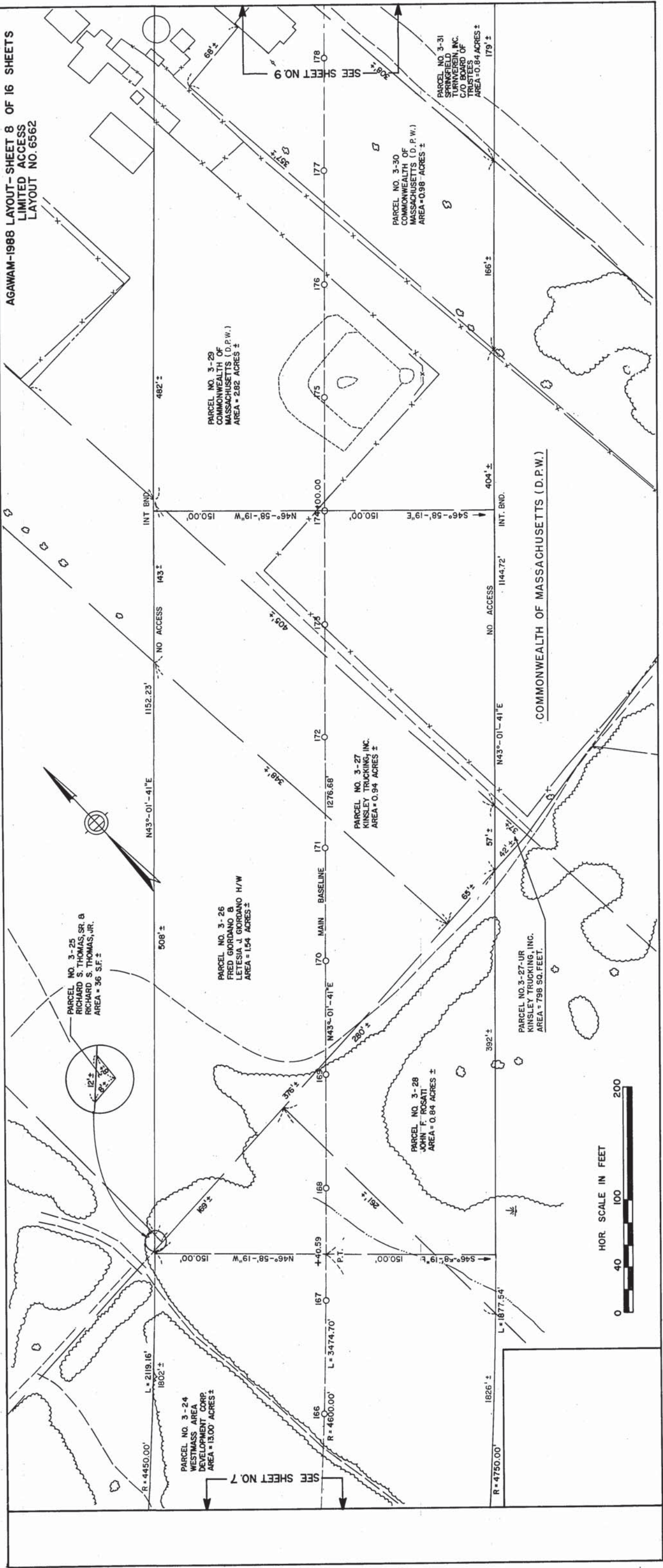
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COMMONWEALTH OF
MASSACHUSETTS (D.P.W.)
AREA = 0.33 ACRES ±

HOR. SCALE IN FEET
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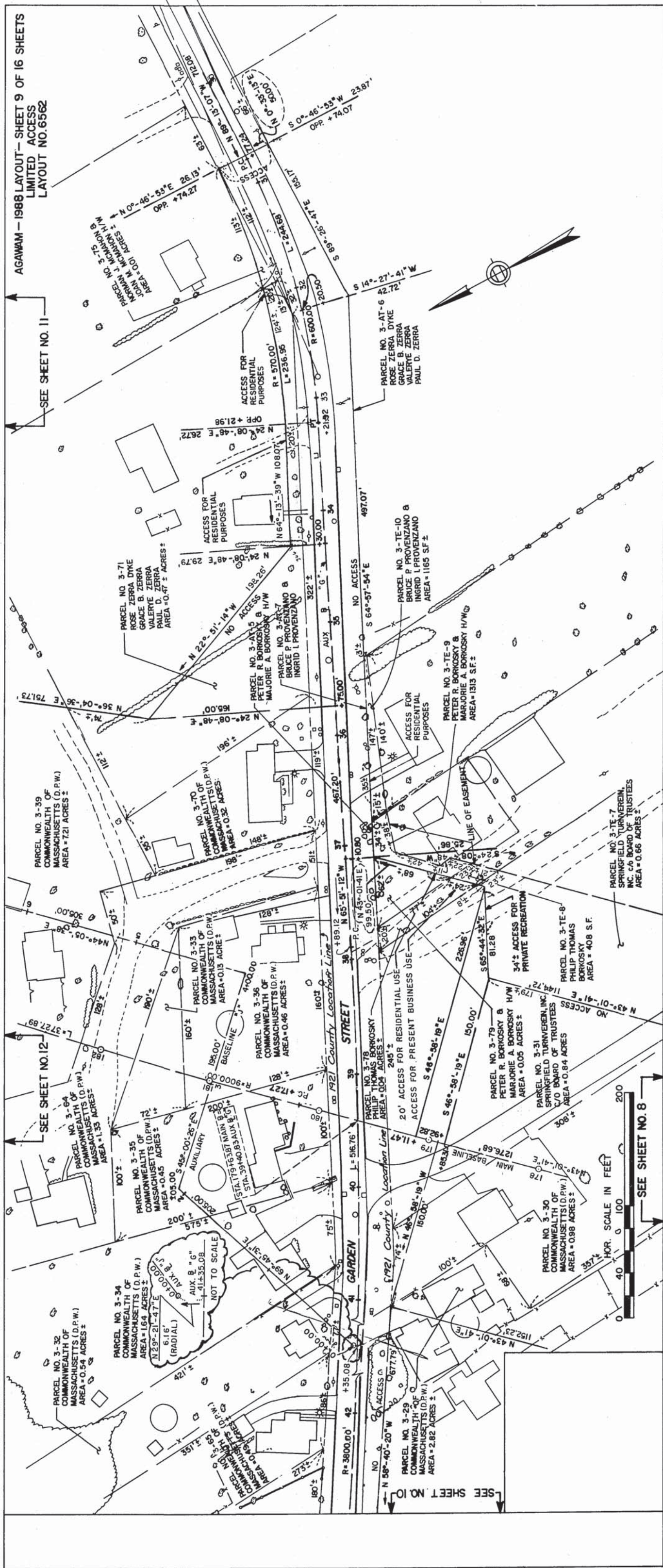
AGAWAM — 1988 LAYOUT— SHEET 7 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562



AGAWAM-1988 LAYOUT-SHEET 8 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562



AGAWAM - 1988 LAYOUT - SHEET 9 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562



SEE SHEET NO. 11

SEE SHEET NO. 12

SEE SHEET NO. 10

SEE SHEET NO. 8



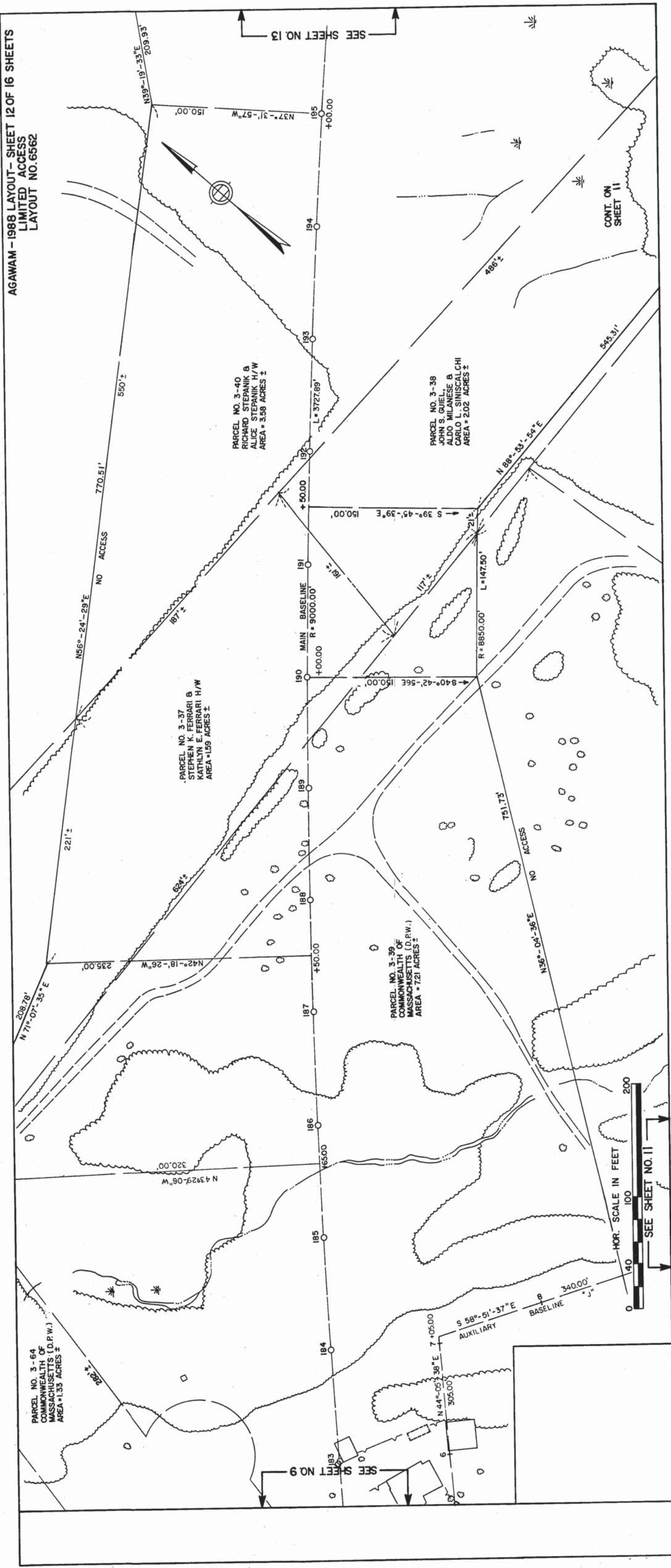
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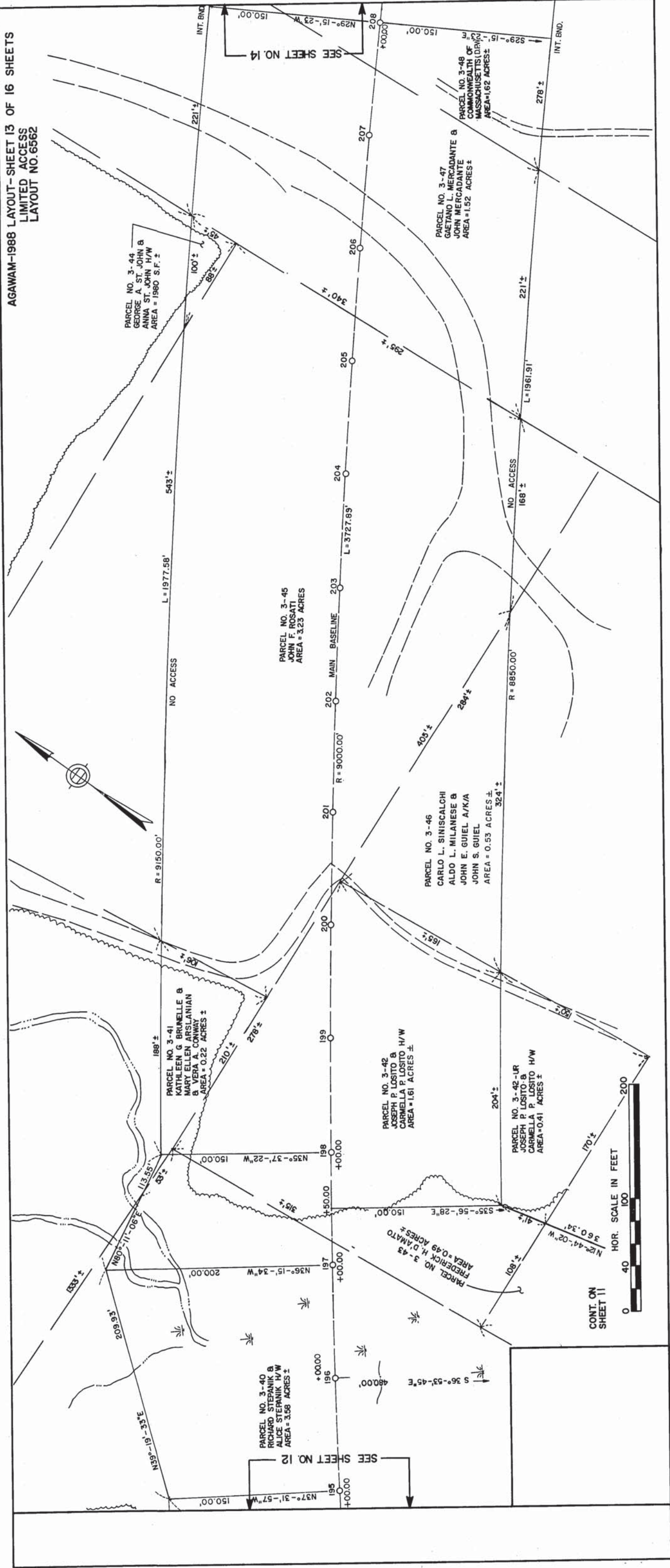
SEE SHEET NO. 9 -

NOT TO

AGAWAM - 1988 LAYOUT - SHEET 12 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562



AGAWAM-1988 LAYOUT-SHEET 13 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO. 6562



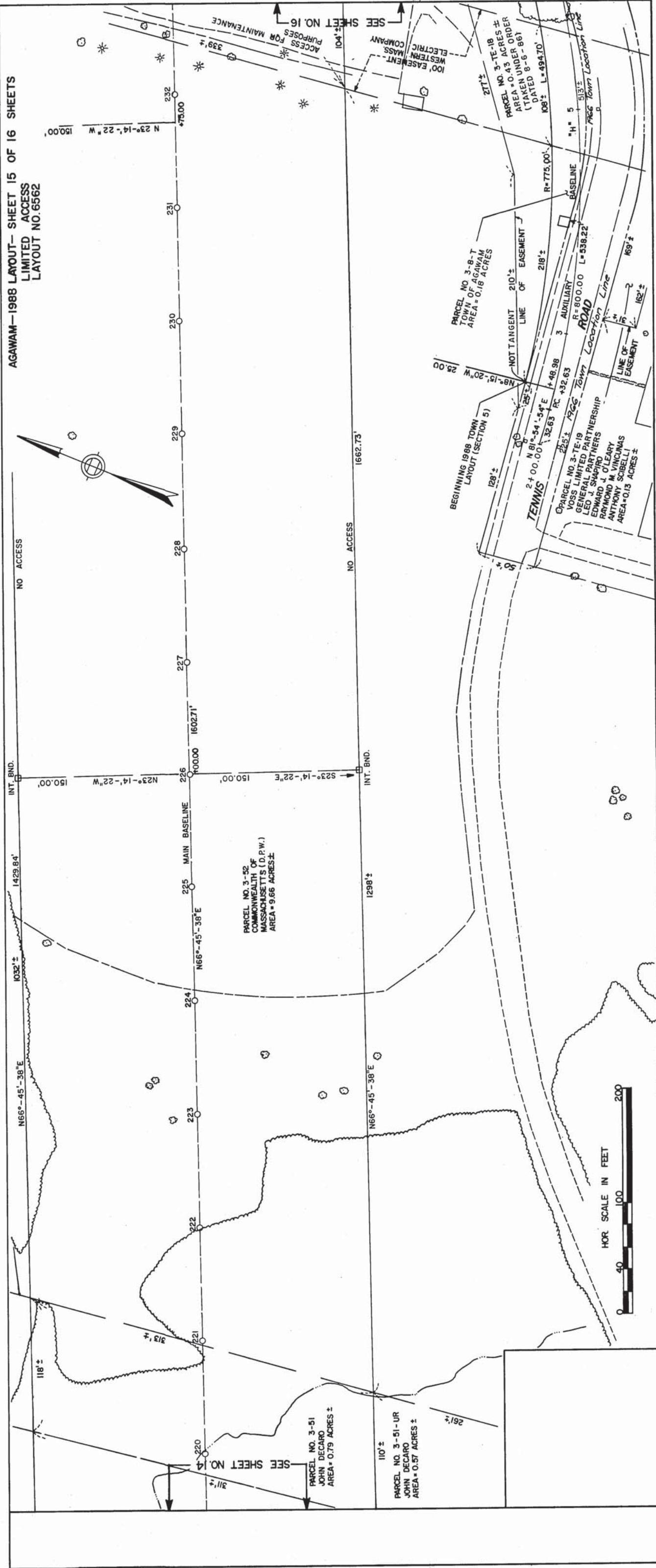
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SHEET 11

HOR. SCALE IN FEET

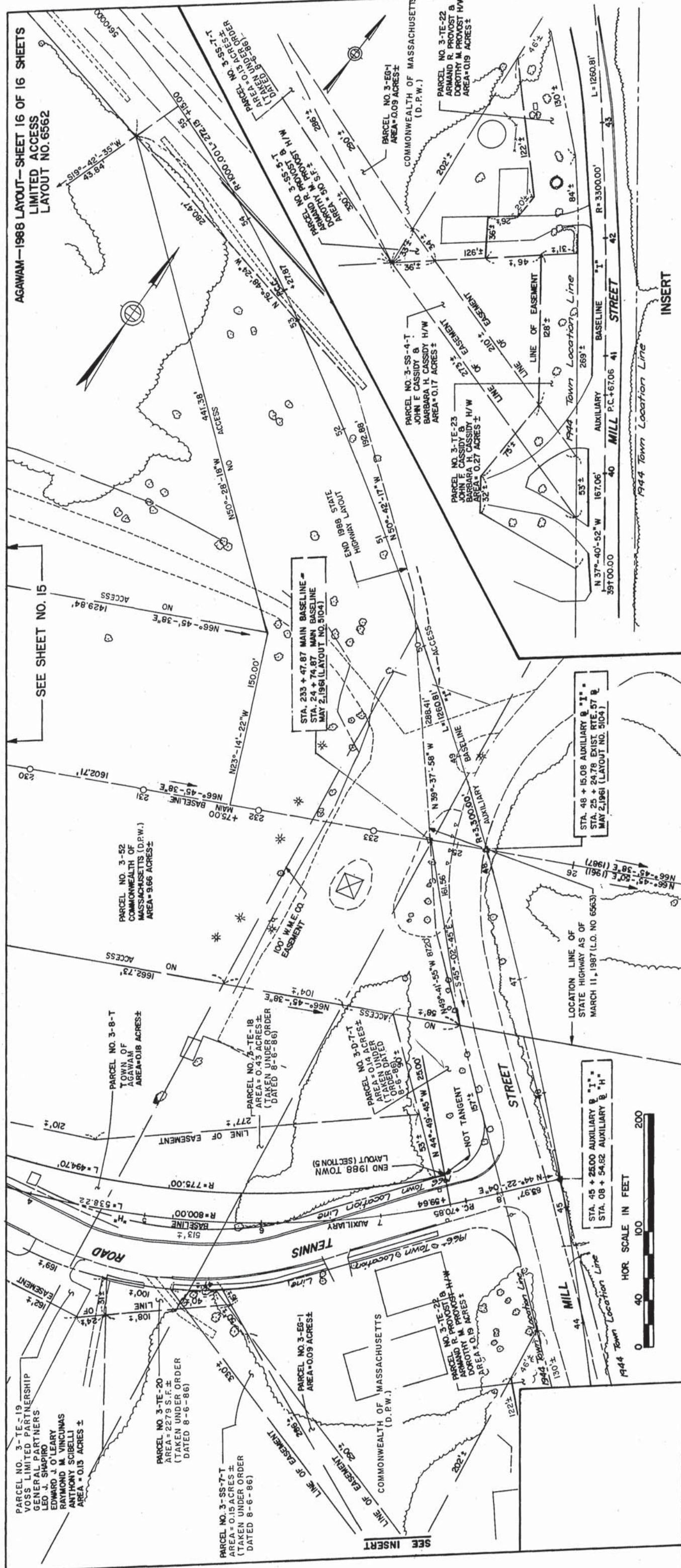




AGAWAM—1988 LAYOUT— SHEET 15 OF 16 SHEETS
LIMITED ACCESS
LAYOUT NO.6562



PARCEL NO. 3-TE-19
VOSS LIMITED PARTNERSHIP
GENERAL PARTNERS
LEO J. SHAPIRO
EDWARD J. O'LEARY
RAYMOND M. VINCUMAS
ANTHONY SCIBELLI
AREA = 0.13 ACRES ±



QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS THAT, WE, EDWIN L. DAMON and PHYLLIS B.,
DAMON, husband and wife, of Hampden County, Massachusetts,
FOR NO MONETARY CONSIDERATION FOR THIS CONVEYANCE, grant to
ARMAND R. PROVOST and DOROTHY M. PROVOST, of 267 Mill Street, Agawam, Hampden
County, Massachusetts as joint tenants with rights of survivorship, and not as
tenants in common **WITH QUITCLAIM COVENANTS**, the land in Agawam,
with the buildings thereon, bounded and described as follows:

[Description and encumbrances, if any]

The land in Agawam, Hampden County, Massachusetts, bounded and described as follows:

PARCEL B: A parcel of land now or formerly owned by Edwin L. Damon and Phyllis B. Damon, husband and wife, bounded northeasterly by Mill Street 60.00 feet; northerly by the intersection of Mill Street and Tennis Road 62.83 feet; northwesterly in two courses by Tennis Road 135.47 feet and 75.96 feet; southwesterly by land now or formerly of Double "D" Realty, Inc. 302.06 feet; easterly by land now or formerly of Armand R. Provost and Dorothy M. Provost 249.42 feet; containing about 1:00 acres.

See Hampden County Registry of Deeds, Book 5866, Page 118 for Order of Taking by the Commonwealth of Massachusetts.

Being the same premises conveyed to the Grantors herein by Order of Abandonment of the Commonwealth of Massachusetts, and recorded in Hampden County Registry of Deeds, as Document No. 25984 ; also see Plan of Land in the Town of Agawam, Hampden County, dated July 10, 1985 and recorded in Book of Plans 226, Page 98.

Witness..our.....hands...and.seals..this..18th..day.of...March.....,1994...

Judith A. De Cosmo.....
to both

Edwin L. Damon.....
Edwin L. Damon
Phyllis B. Damon.....
Phyllis B. Damon

The Commonwealth of Massachusetts

Hampden, ss.

March 18, 1994

Then personally appeared the above-named Edwin L. Damon and Phyllis B. Damon, and acknowledged the foregoing instrument to be their free act and deed before me,

Judith A. De Cosmo.....
Judith A. DeCosmo, Notary Public
My Commission Expires: Oct. 16, 1995

(*Individual--Joint Tenants--Tenants in Common.)

CHAPTER 183 SEC. 6 AS AMENDED BY CHAPTER 497 of 1969

Every deed presented for record shall contain or have endorsed upon it the full name, residence and post office address of the grantee and a recital of the amount of the full consideration thereof in dollars or the nature of the other consideration therefor, if not delivered for a specific monetary sum. The full consideration shall mean the total price for the conveyance without deduction for any liens or encumbrances assumed by the grantee or remaining hereon. All such endorsements and recitals shall be recorded as part of the deed. Failure to comply with this section shall not affect the validity of any deed. No register of deeds shall accept a deed for recording unless it is in compliance with the requirements of this section.

GENERAL LAWS, (TER. ED.) CHAPTER 183, SECTION 10.

A deed in substance following the form entitled "Quitclaim Deed" shall, when duly executed, have the force and effect of a deed in fee simple to the grantee, his heirs and assigns, to his and their own use, with covenants on the part of the grantor, for himself, his heirs, executors, administrators and successors, with the grantee, his heirs, successors and assigns, that, at the time of the delivery of such deed (1) he was lawfully seized in fee simple of the granted premises, (2) that the granted premises were free from all encumbrances, (3) that he had good right to sell and convey the same to the grantee and his heirs and assigns, and (4) that he will, and his heirs, executors and administrators shall, warrant and defend the same to the grantee and his heirs and assigns against the lawful claims and demands of all persons.

MASSACHUSETTS

Statute Form of

Quitclaim Deed

(INDIVIDUAL)

EDWIN L. DAMON, ET UX

TO

ARMAND R. PROVOST, ET UX

....., 19.....
at.....o'clock and.....minutes...m.
Received and entered with
.....Deeds
Book.....Page.....
Attest:

Register

FROM THE OFFICE OF

William C. Flanagan, Esq.

EGAN, FLANAGAN AND COHEN, P.C.

67 Market Street

P.O. Box 9035

Springfield, Mass. 01102-9035

RETURN TO →

(Please print or type)

Armand R. and Dorothy M. Provost
P.O. Box 11
267 Mill Street
Agawam, MA. 01001



The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Department of Public Works
Ten Park Plaza, Boston 02116-3973

June 20, 1988

Agawam - Layout 6562 and
Order of Taking
Dated: June 2, 1988

William J. Martin, Jr., Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts 01103

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 2, 1988, alter the location of a section of State Highway laid out in the Town of Agawam in the year 1988.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State Highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State Highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

A handwritten signature in cursive script that reads "Joseph A. Fanale".

Joseph A. Fanale, Director
Right of Way Bureau

JAF/mv

Enclosure

The Commonwealth of Massachusetts

Layout No. 6562 and
Order of Taking

Hampden

36.

, 19 88

I HEREBY CERTIFY that the following document and plan have been this day
filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated June 2, 19⁸⁸, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Agawam, as shown on said plan.

Attest:

Clerk of Courts.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooo0ooo---

Agawam

Layout No. 6562

and Order of Taking

The Department of Public Works acting on behalf of the Commonwealth of Massachusetts, after public notice and hearing of all parties interested, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited-access State highway, a road in the Town of Agawam, County of Hampden.

The layout consists of establishing a State highway location on new location with limited-access provisions, for a portion of Route 57 beginning at the easterly street line of South Westfield Street, and extending in an easterly direction about 2.1 miles to the southerly location line of the May 2, 1961 State highway layout (L.O. No. 5104), and the southwesterly street line of Mill Street, being more fully described as follows:

The main baseline of location for the State highway as hereby laid out begins at a point shown on the plan hereinafter referred to as Station 120+00.00 and extends thence north 86°-18'-27" east, 1265.89 feet; thence by a curve to the left of 4600.00 feet radius, 3474.70 feet; thence north 43°-01'-41" east, 1276.68 feet; thence by a curve to the right of 9000.00 feet radius, 3727.89 feet; thence north 66°-45'-38" east, 1602.71 feet to the point of ending thereof, on the southerly location line of the May 2, 1961 State highway layout (L.O. No. 5104) shown on said plan as Station 233+47.87. Said Station 233+47.87 is identical with Station 24+74.87 of the main baseline of said 1961 State highway layout.

The length of the State highway hereby laid out is about 11,100 feet.

An auxiliary baseline "F" on South Westfield Street begins at a point shown on the plan hereinafter referred to as Station 40+00.00 and extends thence north $1^{\circ}16'18''$ east, 311.97 feet; thence by a curve to the left of 7600.00 feet radius, 1104.07 feet; thence north $7^{\circ}03'07''$ west, 177.36 feet; thence by a curve to the right of 4000.00 feet radius, 406.60 feet to the point of ending thereof, shown on said plan as Station 60+00.00.

Note: Station 49+69.68 of auxiliary baseline "F" is identical with Station 122+32.23 of the main baseline hereinbefore described.

An auxiliary baseline "G" on Garden Street begins at a point shown on the plan hereinafter referred to as Station 23+65.16 and extends thence north $89^{\circ}13'07''$ west, 712.08 feet; thence by a curve to the right of 600.00 feet radius, 244.68 feet; thence north $65^{\circ}51'12''$ west 467.20 feet; thence by a curve to the right of 3800.00 feet radius, 516.76 feet; thence north $58^{\circ}03'42''$ west 619.61 feet; thence by a curve to the left of 250.00 feet radius, 156.90 feet to the point of ending thereof, shown on said plan as Station 50+82.39.

Note: Station 39+40.83 of auxiliary baseline "G" is identical with Station 179+63.87 of the main baseline hereinbefore described.

An auxiliary baseline "H" on Tennis Road begins on a point shown on the plan hereinafter referred to as Station 2+00.00 and extends thence north $81^{\circ}54'54''$ east, 32.63 feet; thence by a curve to the left of 800.00 feet radius, 538.22 feet; thence north $44^{\circ}22'04''$ east 83.97 feet to the point of ending thereof, shown on said plan as Station 8+54.82.

An auxiliary baseline "I" on Mill Street begins on a point shown on the plan hereinafter referred to Station 39+00.00 and extends thence north $37^{\circ}40'52''$ west, 167.06 feet; thence by a curve to the left of 3300.00 feet radius, 1260.81 feet; thence by another curve to the left of 1000.00 feet radius 272.13 feet to the point of ending thereof, shown on the plan hereinafter referred to as Station 56+00.00.

Note: Station 45+25.00 of auxiliary baseline "I" is identical with Station 8+54.82 of auxiliary baseline "H" hereinbefore describe.

Note: Station 48+15.08 of auxiliary baseline "I" is identical with Station 25+24.78 of the main baseline of May 2, 1961 (L.O. No. 5104) as hereinbefore referenced.

An auxiliary baseline "J" for the relocation of the Garden Street sewer begins at a point on Garden Street, shown on the plan hereinafter referred to as Station 0+00.00 said point bearing north 29°-21'-47" east and being 6.16 feet distant from Station 41+35.08 of auxiliary baseline "G" hereinbefore described, and extends thence north 69°-45'-31" east 205.00 feet; thence south 45°-00'-26" east 195.00 feet; thence north 44°-05'-38" east 305.00 feet; thence south 58°-51'-37" east 340.00 feet; thence south 89°-15'-33" east 525.00 feet; thence south 68°-17'-06" east 140.00 feet; thence south 29°-45'-40" east 155.00 feet; thence south 1°-55'-19" east 190.00 feet to a point shown on the plan hereinafter referred to as Station 20+55.00, said point bearing north 0°-46'-53" east and being 6.09 feet distant from Station 24+74.82 of said auxiliary baseline "G"; thence south 89°-10'-13" east 105.50 feet to the point of ending thereof shown on the plan hereinafter referred to as Station 21+60.50, said point bearing north 0°-46'-53" east and being 6.00 feet distant from Station 23+69.32 of said auxiliary baseline "G".

The northerly location line of the State highway hereby laid out begins at a point on the 1855 County location line of South Westfield Street, on the easterly side thereof, said point bearing north 82°-56'-53" east and being about 23 feet distant from about Station 55+76 of auxiliary baseline "F"; hereinbefore described thence north 56°-51'-35" east about 20 feet to a point bearing north 82°-56'-53" east and 42.12 feet distant from Station 55+85.00 of said auxiliary baseline "F"; thence north 82°-56'-53" east 35.00 feet to a point bearing north 82°-56'-53" east and 77.12 feet distant from said Station 55+85.00; thence south 10°-23'-39" east 135.23 feet to a point bearing north 82°-56'-53" east and being 85.00 feet distant from Station 54+50.00

of said auxiliary baseline "F"; thence south 67°-00'-45" east 222.68 feet to a point bearing north 3°-41'-33" west and 385.00 feet distant from Station 125+00.00 of the main baseline hereinbefore described; thence south 79°-39'-22" east 82.46 feet to a point bearing north 3°-41'-33" west and 365.00 feet distant from Station 125+80.00 of said main baseline; thence north 12°-15'-10" east 72.80 feet to a point bearing north 3°-41'-33" west and 435.00 feet distant from Station 126+00.00 of said main baseline; thence north 89°-10'-12" east 300.37 feet to a point bearing north 3°-41'-33" west and 420.00 feet distant from Station 129+00.00 of said main baseline; thence south 79°-52'-29" east 457.57 feet to a point bearing north 4°-42'-24" west and 310.00 feet distant from Station 133+50.00 of said main baseline; thence south 71°-14'-01" east 368.87 feet to a point bearing north 9°-05'-58" west and 150.00 feet distant from Station 137+00.00 of said main baseline; thence easterly by a curve to the left of 4450.00 feet radius 290.22 feet to a point bearing north 12°-50'-11" west and 150.00 feet distant from Station 140+00.00 of said main baseline; thence north 0°-09'-13" east 205.51 feet to a point bearing north 13°-27'-33" west and 350.00 feet distant from Station 140+50.00 of said main baseline; thence easterly by a curve to the left of 4250.00 feet radius 184.78 feet to a point bearing north 15°-57'-01" west and 350.00 feet distant from Station 142+50.00 of said main baseline; thence south 72°-38'-42" east 347.00 feet to a point bearing north 19°-41'-13" west and 150.00 feet distant from Station 145+50.00 of said main baseline; thence by a curve to the left of 4450.00 feet radius 2119.16 feet to a point bearing north 46°-58'-19" west and 150.00 feet distant from Station 167+40.59 of said main baseline; thence north 43°-01'-41" east 1152.23 feet to a point on the 1921 County location line, on the southwesterly side of Garden Street said point bearing north 46°-58'-19" west and being 150.00 feet distant from Station 178+92.82 of said main baseline; thence following said location line north 58°-40'-20" west 677.79 feet to a point bearing south 31°-56'-18" west and 30.57 feet distant from Station 47+80.00 of auxiliary baseline "G"

hereinbefore described; thence leaving said location line and crossing said street north $31^{\circ}56'18''$ east 65.00 feet to a point on the 1921 County location line, on the northeasterly side of said Garden Street bearing north $31^{\circ}56'18''$ east and 34.43 feet distant from said Station 47+80.00; thence south $58^{\circ}40'20''$ east 256.01 feet to a point bearing north $31^{\circ}56'18''$ east and 37.16 feet distant from Station 45+24.00 of said auxiliary baseline "G"; thence north $63^{\circ}57'42''$ east 763.44 feet to a point bearing north $43^{\circ}29'06''$ west and 320.00 feet distant from Station 185+65.00 of said main baseline; thence north $71^{\circ}07'35''$ east 208.78 feet to a point bearing north $42^{\circ}18'26''$ west and 235.00 feet distant from Station 187+50.00 of said main baseline; thence north $56^{\circ}24'29''$ east 770.51 feet to a point bearing north $37^{\circ}31'57''$ west and 150.00 feet distant from Station 195+00.00 of said main baseline; thence north $39^{\circ}19'33''$ east 209.93 feet to a point bearing north $36^{\circ}15'34''$ west and 200.00 feet distant from Station 197+00.00 of said main baseline; thence north $80^{\circ}11'06''$ east 113.55 feet to a point bearing north $35^{\circ}37'22''$ west and 150.00 feet distant from Station 198+00.00 of said main baseline; thence northeasterly by a curve to the right of 9150.00 feet radius 1977.58 feet to a point bearing north $23^{\circ}14'22''$ west and 150.00 feet distant from Station 217+45.16 of said main baseline; thence north $66^{\circ}45'38''$ east 1429.84 feet to a point bearing north $23^{\circ}14'22''$ west and 150.00 feet distant from Station 231+75.00 of said main baseline; thence north $50^{\circ}28'18''$ west 441.38 feet to the point of ending on the southerly location line of the first section of the May 2, 1961 State highway layout (L.O. No. 5104), said point bearing south $19^{\circ}42'35''$ west and being 43.84 feet distant from Station 55+15.00 of auxiliary baseline "I" hereinbefore described.

The southerly location line of the State highway hereby laid out begins at a point, on the 1855 County location line of South Westfield Street on the easterly side thereof, said point bearing south $88^{\circ}43'42''$ east and being about 21 feet distant from about Station 43+04 of auxiliary baseline "F"

hereinbefore described, and extends thence bearing north $49^{\circ} - 53' - 56''$ east about 23 feet to a point bearing south $88^{\circ} - 47' - 21''$ east and 38.00 feet distant from Station 43+20.00 of said auxiliary baseline "F"; thence north $2^{\circ} - 34' - 31''$ east 70.39 feet to a point bearing south $89^{\circ} - 19' - 01''$ east and 40.00 feet distant from Station 43+90.00 of said auxiliary baseline "F"; thence north $15^{\circ} - 11' - 49''$ east 172.33 feet to a point bearing north $89^{\circ} - 26' - 21''$ east and 85.00 feet distant from Station 45+55.00 of said auxiliary baseline "F"; thence north $73^{\circ} - 25' - 00''$ east 1233.88 feet to a point bearing south $6^{\circ} - 36' - 30''$ east and 150.00 feet distant from Station 135+00.00 of said main baseline; thence northeasterly by a curve to the left of 4750.00 feet radius 1239.13 feet to a point bearing south $21^{\circ} - 33' - 19''$ east and 150.00 feet distant from Station 147+00.00 of said main baseline; thence north $54^{\circ} - 10' - 42''$ east 105.98 feet to a point bearing south $22^{\circ} - 48' - 03''$ east and 125.00 feet distant from Station 148+00.00 of said main baseline; thence northeasterly by a curve to the left of 4725.00 feet radius 122.68 feet to a point on the easterly sideline of Shoemaker Lane, said point bearing south $24^{\circ} - 17' - 18''$ east and being 125.00 feet distant from Station 149+19.43 of said main baseline; thence following the easterly sideline of Shoemaker Lane south $31^{\circ} - 08' - 33''$ east 25.18 feet to a point bearing south $24^{\circ} - 19' - 29''$ east and 150.00 feet distant from Station 149+22.34 of said main baseline; thence leaving the easterly sideline of Shoemaker Lane northeasterly by a curve to the left of 4750.00 feet radius 1877.54 feet to a point bearing south $46^{\circ} - 58' - 19''$ east and 150.00 feet distant from Station 167+40.59 of said main baseline; thence north $43^{\circ} - 01' - 41''$ east 1144.72 feet to a point bearing south $46^{\circ} - 58' - 19''$ east and 150.00 feet distant from Station 178+85.31 of said main baseline; thence south $65^{\circ} - 44' - 32''$ east 81.28 feet to a point bearing south $46^{\circ} - 58' - 19''$ east and 226.96 feet distant from Station 179+11.47 of said main baseline; thence north $43^{\circ} - 01' - 41''$ east 99.50 feet to a point on the 1921 County location line on the southerly side of Garden Street bearing south $24^{\circ} - 08' - 48''$ west and 25.86 feet distant from Station 37+10.80 of

auxiliary baseline "G" hereinbefore described; thence following said location line south 64°-57'-54" east 497.07 feet to a point bearing south 14°-27'-41" west and 42.72 feet distant from Station 32+20.50 of said auxiliary baseline "G"; thence south 89°-26'-47" east 155.17 feet to a point bearing south 0°-46'-53" west and 23.87 feet distant from Station 30+74.07 of said auxiliary baseline "G"; thence leaving said location line and crossing said Garden Street north 0°-33'-13" east 50.00 feet to a point on the location line of the afore-said 1921 County layout on the northerly side of said Garden Street bearing north 0°-46'-53" east and 26.13 feet distant from Station 30+74.27 of said auxiliary baseline "G"; thence leaving said location line on the northerly side of said Street westerly to northwesterly by a curve of 570.00 feet radius 236.95 feet to a point bearing north 24°-08'-48" east and 26.72 feet distant from Station 33+21.98 of said auxiliary baseline "G"; thence north 64°-13'-39" west 108.07 feet to a point bearing north 24°-08'-48" east and 29.79 feet distant from Station 34+30.00 of said auxiliary baseline "G"; thence north 22°-51'-14" west 198.26 feet to a point bearing north 24°-08'-48" east and 165.00 feet distant from Station 35+75.00 of said auxiliary baseline "G"; thence north 36°-04'-36" east 751.73 feet to a point bearing south 40°-42'-56" east and 150.00 feet distant from Station 190+00.00 of said main baseline; thence northeasterly by a curve to the right of 8850.00 feet radius 147.50 feet to a point bearing south 39°-45'-39" east and 150.00 feet distant from Station 191+50.00 of said main baseline; thence north 88°-53'-54" east 545.31 feet to a point bearing south 36°-53'-45" east and 480.00 feet distant from Station 196+00.00 of said main baseline; thence north 12°-44'-02" west 360.34 feet to a point bearing south 35°-56'-28" east and 150.00 feet distant from Station 197+50.00 of said main baseline; thence northeasterly to easterly by a curve of 885.00 feet radius 1961.91 feet to a point bearing south 23°-14'-22" east and 150.00 feet distant from Station 217+45.16 of said main baseline; thence north 66°-45'-38" east 1662.73 feet to the point of ending thereof said point being

identical with the point of beginning of the southerly location line of the March 11, 1987 State highway alteration (L.O. 6563), said point bearing south ⁰ 45 -02'-45" east and being 161.56 feet distant from Station 233+47.87 of said main baseline.

The westerly end of the State highway hereby laid out is defined by that portion of the 1855 County location line on the easterly side of South Westfield Street extending between the point of beginning of the northerly and southerly location lines of the State highway layout hereinbefore described.

The easterly end of the State highway hereby laid out is defined by that portion of the southerly location line of the May 2, 1961 State highway layout and that portion of the southerly location line of the first section of the March 11, 1987 State highway alteration extending between the points of ending of the northerly and southerly location lines of the State highway laid out as hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof and at intermediate points, where feasible, as follows:

On the northerly location line, opposite the following Stations of the main baseline hereinbefore described: 152+50.00, 158+50.00, 174+00.00, 208+00.00 and 226+00.00.

On the southerly location line, opposite the following Stations of the main baseline hereinbefore described: 129+00.00, 140+00.00, 158+50.00, 174+00.00, 208+00.00 and 226+00.00.

The right of access to and egress from the State highway location is limited being permitted across the location lines thereof, hereinbefore described, only as follows:

A. Free access to and egress from said State highway location is allowed:

(1) Across the entire westerly end of the location hereinbefore described between a point thereon bearing south 88°-43'-42" east and about 21 feet distant from about Station 43+04 of auxiliary baseline "F" hereinbefore described and a point thereon bearing north 82°-56'-53" east and about 23 feet distant from about Station 55+76 of auxiliary baseline "F".

(2) Across the southerly location line between a point thereon bearing south 88°-43'-42" east and about 21 feet distant from about Station 43+04 of the hereinbefore described auxiliary baseline "F", and a point thereon bearing south 88°-47'-21" east and 38.00 feet distant from Station 43+20.00 of said auxiliary baseline "F".

(3) Across the northerly location line between a point thereon bearing north 82°-56'-53" east and about 23 feet distant from about Station 55+76 of the hereinbefore describing auxiliary baseline "F", and a point thereon bearing north 82°-56'-53" east and 42.12 feet distant from Station 55+85.00 of said auxiliary baseline "F".

(4) Across the northerly location line at Shoemaker Lane, between a point thereon bearing north 23°-04'-59" west and 150.00 feet distant from Station 148+22.67 of the hereinbefore describe main baseline, and a point thereon bearing north 23°-51'-45" west and 150.00 feet distant from Station 148+85.25 of said main baseline.

(5) Across the southerly location line at Shoemaker Lane, between a point thereon bearing south 23°-33'-18" east and 125.00 feet distant from Station 148+60.55 of the hereinbefore described main baseline, and a point thereon bearing south 24°-17'-18" east and 125.00 feet distant from Station 149+19.43 of said main baseline.

(6) Across the northerly location line between a point thereon bearing south 31°-56'-18" west and 30.57 feet distant from Station 47+80.00 of the hereinbefore described auxiliary baseline "G", and a point thereon bearing north 31°-56'-18" east and 34.43 feet distant from said Station 47+80.00.

(7) Across the southerly location line between a point thereon bearing south ⁰ 0 -46'-53" west and 23.87 feet distant from Station 30+74.07 of the hereinbefore described auxiliary baseline "G", and a point thereon bearing north ⁰ 0 -46'-53" east and 26.13 feet distant from Station 30+74.27 of said auxiliary baseline "G".

(8) Across the entire easterly end of the location between a point thereon bearing south ⁰ 45 -02'-45" east and 161.56 feet distant from Station 233+47.87 of the hereinbefore described main baseline, and a point thereon bearing south ⁰ 19 -42'-35" west and 43.84 feet distant from Station 55+15.00 of the hereinbefore described auxiliary baseline "I".

B. Access to and egress from said State highway location is allowed for residential purposes only, across the southerly location line thereof, hereinbefore described, as follows:

(1) Between a point thereon opposite about Station 179+42 of the hereinbefore described main baseline, and a point thereon opposite about Station 179+62 of said main baseline.

(2) Between a point thereon on the southerly side of Garden Street opposite about Station 36+27 of the hereinbefore described auxiliary baseline "G", and a point thereon on the southerly side of Garden Street opposite about Station 36+62 of said auxiliary baseline "G".

(3) Between a point thereon on the northerly side of Garden Street opposite about Station 31+90 of the hereinbefore described auxiliary baseline "G", and a point thereon on the northerly side of Garden Street opposite about Station 32+10 of said auxiliary baseline "G".

(4) Between a point thereon on the northerly side of Garden Street opposite about Station 33+23 of the hereinbefore described auxiliary baseline "G", and a point thereon on the northerly side of Garden Street opposite about Station 33+43 of said auxiliary baseline "G".

C. Access to and egress from said State highway location is allowed for residential purposes only, across the northerly location line thereof, hereinbefore described, as follows:

(1) Between a point thereon on the southwesterly side of Garden Street opposite about Station 46+77 of the hereinbefore described auxiliary baseline "G", and a point thereon on the southwesterly side of Garden Street opposite about Station 47+80 of said auxiliary baseline "G".

D. Access to and egress from said State highway location is allowed for present business use only, across the southerly location line thereof, hereinbefore described, as follows:

(1) Between a point thereon opposite about Station 179+18 of the hereinbefore described main baseline, and a point thereon opposite about Station 179+42 of said main baseline.

E. Access to and egress from said State highway location is allowed for present business use only, across the northerly location line thereof, hereinbefore described as follows:

(1) Between a point thereon on the southwesterly side of Garden Street opposite about Station 43+22 of the hereinbefore described auxiliary baseline "G", and a point thereon on the southwesterly side of Garden Street opposite about Station 43+82 of said auxiliary baseline "G".

(2) Between a point thereon on the southwesterly side of Garden Street opposite about Station 44+70 of the hereinbefore described auxiliary baseline "G" and a point thereon on the southerly side of Garden Street opposite about Station 44+95 of said auxiliary baseline "G".

(3) Between a point thereon on the southwesterly side of Garden Street opposite about Station 45+77 of the hereinbefore described auxiliary baseline "G", and a point thereon on the southwesterly side of Garden Street opposite about Station 46+57 of said auxiliary baseline "G".

F. Access to and egress from said State highway location is allowed Springfield Turnverein Inc., their heirs or assigns for private recreational purposes only, across the southerly location line thereof, hereinbefore described, as follows:

(1) Between a point thereon, opposite about Station 179+00 of the hereinbefore described main baseline, and a point thereon opposite about Station 179+11 of said main baseline.

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to lay out four sections of highway in behalf of the Town of Agawam and said sections of highway, shown as Sections 2 to 5 inclusive, on the plan hereinafter referred to, are hereby laid out in behalf of the Town of Agawam under the provisions of Chapter 448 of the Acts of 1948, and are described as follows:

SECTION 2

Section 2 of highway hereby laid out in behalf of the Town of Agawam, consists of establishing a location for the widening of South Westfield Street on the easterly side thereof and is bounded by the easterly sideline of the 1855 County layout of South Westfield Street, the southerly location line of the State highway layout hereinbefore described and by the line described as follows:

Beginning at a point on the easterly sideline of the 1855 County layout of South Westfield Street, said point bearing south 88°-43'-42" east and being 21.19 feet distant from Station 40+15.00 of the hereinbefore described auxiliary baseline "F", and extending thence, leaving said easterly sideline north 5°-37'-21" east 185.53 feet to a point bearing south 88°-43'-42" east and 35.26 feet distant from Station 42+00.00 of said auxiliary baseline "F"; thence north 2°-34'-31" east 120.07 feet to the point of ending thereof on the southerly location line of the State highway layout hereinbefore described,

said point bearing south 88°-47'-21" east and being 38.00 feet distant from Station 43+20.00 of said auxiliary baseline "F".

SECTION 3

Section 3 of highway hereby laid out in behalf of the Town of Agawam, consists of establishing a location for the widening of South Westfield Street on the easterly side thereof and is bounded by the easterly sideline of the 1855 County layout of South Westfield Street, the northerly location line of the State highway layout hereinbefore described and by the line described as follows:

Beginning at a point on the northerly location line of the State highway layout hereinbefore described, said point bearing north 82°-56'-53" east and being 42.12 feet distant from Station 55+85.00 of the hereinbefore described auxiliary baseline "F" and extending thence leaving said northerly location line north 5°-16'-40" west 245.12 feet to a point bearing north 86°-22'-33" east and 42.63 feet distant from Station 58+32.70 of said auxiliary baseline "F"; thence north 1°-36'-33" west 89.34 feet to a point bearing north 87°-40'-09" east and 44.76 feet distant from Station 59+23.00 of said auxiliary baseline "F"; thence south 87°-40'-09" west 18.00 feet to the point of ending thereof on the easterly sideline of the aforesaid 1855 County layout bearing north 87°-40'-09" east and being 26.76 feet distant from said Station 59+23.00.

SECTION 4

Section 4 of highway hereby laid out in behalf of the Town of Agawam, consists of establishing a location for the widening of Garden Street on the northerly side thereof and is bounded by the northerly sideline of the 1921 County layout of Garden Street, the northerly location line of the State highway layout hereinbefore described and the line described as follows:

Beginning at a point on the northerly location line of the State highway layout hereinbefore described, said point bearing north 31°-56'-18" east and being 34.43 feet distant from Station 47+80.00 of the hereinbefore described

auxiliary baseline "G" and extending thence leaving said northerly location line north 63°-33'-59" west 175.80 feet to the point of ending thereof on the northerly sideline of the aforesaid 1921 County layout of Garden Street, said point bearing north 25°-36'-13" east and being 19.21 feet distant from Station 49+53.13 of said auxiliary baseline "G".

SECTION 5

Section 5 of highway hereby laid out in behalf of the Town of Agawam, consists of establishing a location for the widening of Tennis Road on the northerly side thereof and is bounded by the northerly sideline of the 1966 Town layout of Tennis Road and the line described as follows:

Beginning at a point on the northerly sideline of the 1966 Town layout of Tennis Road, said point bearing north 8°-15'-20" west and being 25.00 feet distant from Station 2+48.98 of the hereinbefore described auxiliary baseline "H", and extending thence leaving said Town sideline northeasterly by a curve to the left not tangent to the line back of 775.00 feet radius 494.70 feet to the point of ending thereof again on said northerly sideline, said point bearing north 44°-49'-45" west and being 25.00 feet distant from Station 7+59.64 of said auxiliary baseline "H".

The location lines of the sections of highway laid out in behalf of the Town of Agawam as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to take certain parcels of land outside the limits of said location which would otherwise constitute uneconomic remnants. Said land is hereby taken in fee simple, on behalf of the Commonwealth of Massachusetts, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers,

lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said land is shown as Parcels 3-27-UR, 3-42-UR and 3-51-UR on the plan hereinafter referred to. Said parcels are described as follows:

Parcel 3-27-UR. A parcel of land supposed to be owned by Kinsley Trucking, Inc., adjoining the southerly location line of the State highway layout as hereinbefore described, and bounded: northwesterly by said State highway location about 57 feet; easterly by land now or formerly of the Commonwealth of Massachusetts (D.P.W.) about 37 feet and southerly by land now or formerly of John F. Rosati about 42 feet; containing about 798 square feet.

Parcel 3-42-UR. A parcel of land supposed to be owned by Joseph P. Losito and Carmella P. Losito H/W adjoining the southerly location line of the State highway location laid out as hereinbefore described and bounded: westerly and northwesterly by said State highway location line about 41 feet and about 204 feet respectively; easterly by land now or formerly of Carol L. Siniscalchi, Aldo L. Milanese and John E. Guiel a/k/a John S. Guiel about 150 feet; southerly by land now or formerly of Frederick D'Amato about 170 feet; containing about 0.41 acres.

Parcel 3-51-UR. A parcel of land supposed to be owned by John DeCaro adjoining the southerly location line of the State highway location laid out as hereinbefore described and bounded: northerly by said State highway location about 110 feet; easterly, southerly and westerly in three courses by land now or formerly of Double "D" Realty, Inc. about 261 feet, about 100 feet and about 228 feet respectively; containing about 0.57 acres.

In connection with the laying out of the State highway location, hereinbefore described, it is necessary to take certain land outside the limits of

said location from owners whose right of access thereto and egress therefrom has become inoperative due to the limited access provisions hereinbefore described. Said land is hereby taken in fee simple under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said land is shown as Parcel "C" on the plan hereinafter referred to, and is described as follows:

Parcel "C". A parcel of land supposed to be owned by Donald H. Taylor and Jean W. Taylor H/W, located approximately 8 feet south of the southerly location line of the State highway location laid out as hereinbefore described and bounded: northerly by land now or formerly of John S. Guiel, Aldo Milanese, and Carlo L. Siniscalchi about 618 feet; easterly by land now or formerly of Gaetano L. Mercadante and John A. Mercadante about 606 feet; southerly in two courses by land now or formerly of West Springfield Fish and Game Club, Inc. about 645 feet and by land now or formerly of Alfred M. Provost and Lorenza Provost H/W about 175 feet and easterly by land now or formerly of Santi J. DiDonato and Louise M. DiDonato H/W about 601 feet; containing about 10.71 acres.

Easements are hereby taken in behalf of the Town of Agawam in the parcels of land hereinafter described and shown on the plan hereinafter referred to as Parcels 3-SS-2-T thru 3-SS-5-T inclusive, for the purpose of relocating and/or installing portions of sanitary sewers, and consist of the right to enter upon said land at any time and to install therein and to maintain and use sanitary sewers and related appurtenances.

Parcel 3-SS-2-T. A parcel of land supposed to be owned by Santi J. DiDonato and Louise M. DiDonato H/W, located from about Station 14+30 to about

Station 15+72 of the hereinbefore described auxiliary baseline "J" and bounded: northerly in two courses by other land now or formerly of said DiDonato about 143 feet and about 5 feet; southeasterly by land now or formerly of Alfred M. Provost and Lorenza Provost about 149 feet; westerly by land now or formerly of the Town of Agawam about 30 feet; containing about 0.06 acres.

Parcel 3-SS-3-T. A parcel of land supposed to be owned by Alfred M. Provost and Lorenza Provost H/W adjoining the northerly side of Garden Street, located from about Station 14+30 to about Station 20+32 of the hereinbefore described auxiliary baseline "J" and bounded: northerly, northeasterly and easterly in three courses by other land now or formerly of said Provost about 144 feet, about 163 feet and about 174 feet respectively; southerly by Garden Street about 30 feet; westerly, southwesterly, southerly and again southerly in four courses by other land now or formerly of said Provost about 163 feet, about 146 feet, about 133 feet and about 136 feet respectively; northerly by land now or formerly of Santi J. DiDonato and Louise M. DiDonato about 149 feet; containing about 0.36 acres.

Parcel 3-SS-4-T. A parcel of land supposed to be owned by John F. Cassidy and Barbara H. Cassidy H/W adjoining the southwesterly side of Mill Street and bounded: northeasterly by Mill Street about 53 feet; southerly by other land of said Cassidy about 273 feet; northwesterly by land now or formerly of Armand R. Provost and Dorothy M. Provost H/W about 36 feet; northeasterly by other land now or formerly of said Cassidy about 210 feet; containing about 0.17 acres.

Parcel 3-SS-5-T. A parcel of land supposed to be owned by Armand R. Provost and Dorothy M. Provost H/W located southwest of Mill Street and bounded: northerly by other land of said Provost about 34 feet; southeasterly by land now or formerly of John F. Cassidy and Barbara H. Cassidy H/W about 36 feet; westerly by land now or formerly of the Commonwealth of Massachusetts about 33 feet; containing about 510 square feet.

In connection with the construction of the State highway in the location hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as Parcels 3-R-3 and 3-R-4. Said easements are hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of the owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway layout hereinbefore described. Said easements are permanent in nature and consist of the right to enter upon said land at any time, to construct thereon and to maintain and use driveways and necessary utilities.

Parcel 3-R-3. A strip of land 50 feet in width, supposed to be owned by Alfred M. Provost and Lorenza Provost H/W, adjoining the northerly side of Garden Street, the aforesaid rights therein being taken on behalf of Santi J. DiDonato and Louise M. DiDonato H/W, and Anthony Richard DiDonato, Theresa Pelley, Pasqualina Moccia, Joseph DiDonato, Mary Alajanian, Anna Simone, and Santi DiDonato, and being bounded: southerly by Garden Street about 52 feet; westerly by other land now or formerly of said Provost about 345 feet; northerly by land now or formerly of Santi J. DiDonato and Louise M. DiDonato H/W about 50 feet; easterly by other land now or formerly of said Provost about 355 feet; containing about 0.40 acres.

Parcel 3-R-4. A parcel of land supposed to owned by Santi J. DiDonato and Louise M. DiDonato H/W, located north of Garden Street, the aforesaid rights therein being taken on behalf of Anthony Richard DiDonato, Theresa Pelley, Pasqualina Moccia, Joseph DiDonato, Mary Alajanian, Anna Simone and Santi DiDonato and being bounded: southerly by land now or formerly of Alfred M. Provost and Lorenza Provost H/W about 50 feet; westerly by land now or formerly of Anthony Richard DiDonato, Theresa Pelley, Pasqualina Moccia, Joseph DiDonato, Mary Alajanian, Anna Simone and Santi DiDonato about 50 feet; northerly and easterly by other land now or formerly of Santi J. DiDonato and Louise M. DiDonato H/W about 43 feet and about 42 feet respectively; containing about 0.03 acres.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 3-R-1, 3-R-2, 3-R-3, 3-R-4, 3-R-5, 3-R-6, 3-R-7, 3-R-8, 3-R-9, 3-R-10, 3-R-11, 3-R-12, 3-R-13, 3-R-14, 3-R-15, 3-R-16, 3-R-17, 3-R-18, 3-R-19, 3-R-20, 3-R-21, 3-R-22, 3-R-23, 3-R-24, 3-R-25, 3-R-26, 3-R-27, 3-R-28, 3-R-29, 3-R-30, 3-R-31, 3-R-32, 3-R-33, 3-R-34, 3-R-35, 3-R-36, 3-R-37, 3-R-38, 3-R-39, 3-R-40, 3-R-41, 3-R-42, 3-R-43, 3-R-44, 3-R-45, 3-R-46, 3-R-47, 3-R-48, 3-R-49, 3-R-50, 3-R-51, 3-R-52, 3-R-53, 3-R-54, 3-R-55, 3-R-56, 3-R-57, 3-R-58, 3-R-59, 3-R-60, 3-R-61, 3-R-62, 3-R-63, 3-R-64, 3-R-65, 3-R-66, 3-R-67, 3-R-68, 3-R-69, 3-R-70, 3-R-71, 3-R-72, 3-R-73, 3-R-74, 3-R-75, 3-R-76, 3-R-77, 3-R-78, 3-R-79, 3-R-80, 3-R-81, 3-R-82, 3-R-83, 3-R-84, 3-R-85, 3-R-86, 3-R-87, 3-R-88, 3-R-89, 3-R-90, 3-R-91, 3-R-92, 3-R-93, 3-R-94, 3-R-95, 3-R-96, 3-R-97, 3-R-98, 3-R-99, 3-R-100, 3-R-101, 3-R-102, 3-R-103, 3-R-104, 3-R-105, 3-R-106, 3-R-107, 3-R-108, 3-R-109, 3-R-110, 3-R-111, 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inclusive 3-TE-19, 3-TE-22, 3-TE-23, 3-TE-35 and 3-TE-36, for the purpose of grading and constructing driveways and other incidental work as necessary within said parcels and consist of the right to enter upon said land at any time during the effective period of the easements to perform the work pertinent thereto. Said easements are temporary in nature and are to be in effect only until four (4) years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Agawam, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 3-13, 3-17 to 3-20 inclusive, 3-24 to 3-28 inclusive, 3-31, 3-37, 3-38, 3-40 to 3-47 inclusive, 3-51, 3-69, 3-71, 3-72 and 3-75 to 3-80 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of Town highway hereinbefore described, the Department of Public Works, on behalf of the Town of Agawam, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 3-2-T to 3-4-T inclusive, 3-6-T, 3-7-T and 3-16-T, shown on

the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Agawam, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

Rights of access to and egress from an existing public way, except as noted in items B,C,D,E and F of the access-egress provisions hereinbefore described, are hereby taken from the owners of land abutting the State highway in the locations shown on the plan as Parcels 3-AT-1 to 3-AT-7 inclusive. The supposed owners of said land are set forth in the schedule hereinafter contained.

The State highway hereby laid out, the sections of Town highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of Agawam Hampden County Laid out as a State highway by the Department of Public Works June 2, 1988.

Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 3-17, 3-6-T and 3-TE-1, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel</u>	<u>Owner</u>	<u>Certificate</u>	<u>L.C.C.</u>	<u>Book</u>	<u>Page</u>
3-17	Albert J. Albro and Anthony F. Albro	21205	40784	109	115
3-6-T	Albert J. Albro and Anthony F. Albro	21205	40784	109	115
3-TE-1	Albert J. Albro and Anthony F. Albro	21205	40784	109	115

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>-Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-12	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 9/25/85)	0.11 Acres
3-13	Marcel A. Bedard and Alda A. Bedard H/W	2.85 Acres
3-14	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 3/20/85)	2.07 Acres
3-15	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 3/20/85)	1.07 Acres
3-16	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated March 20, 1985)	0.86 Acres
3-17	Albert J. Albro and Anthony F. Albro	0.18 Acres
3-18	Robert F. Meehan and Esther R. Meehan H/W	18.15 Acres
3-19	Richard Stepanik and Alice Stepanik H/W	0.82 Acres
3-20	Robert E. Reed and Kathleen A. Reed H/W	3.14 Acres
3-21	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 11/14/84)	0.33 Acres
3-22	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 8/15/84)	0.36 Acres
3-23	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/31/85)	0.10 Acres
3-24	Westmass Area Development Corporation	13.00 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-25	Richard S. Thomas, Sr. and Richard S. Thomas, Jr.	36 Sq. Ft.
3-26	Fred Giordano and Letesia J. Giordano H/W	1.54 Acres
3-27	Kinsley Trucking, Inc.	0.94 Acres
3-28	John F. Rosati	0.84 Acres
3-29	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 5/28/80)	2.82 Acres
3-30	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 4/24/85)	0.98 Acres
3-31	Springfield Turnverein, Inc.	0.84 Acres
3-32	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 11/14/84)	0.54 Acres
3-33	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/3/85)	0.13 Acres
3-34	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 11/14/84)	1.64 Acres
3-35	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 6/19/85)	0.45 Acres
3-36	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 5/22/85)	0.46 Acres
3-37	Stephen K. Ferrari and Kathlyn E. Ferrari H/W	1.59 Acres
3-38	John S. Guiel, Aldo Milanese and Carlo L. Siniscalchi	2.02 Acres
3-39	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/3/85)	7.21 Acres
3-40	Richard Stepanik and Alice Stepanik H/W	3.58 Acres
3-41	Kathleen G. Brunelle, Mary Ellen Arslanian and Vera A. Conway	0.22 Acres
3-42	Joseph P. Losito and Carmella P. Losito H/W	1.61 Acres
3-43	Frederick H. D'Amato	0.49 Acres
3-44	George A. St. John and Anna St. John H/W	1980 Sq. Ft.
3-45	John F. Rosati	3.23 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-46	Carlo L. Siniscalchi and Aldo L. Milanese and John E. Guiel, a/k/a John S. Guiel	0.53 Acres
3-47	Gaetano L. Mercadante and John Mercadante	1.52 Acres
3-48	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 8/6/86)	1.62 Acres
3-50	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 8/6/86)	6.45 Acres
3-51	John DeCaro	0.79 Acres
3-52	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 8/6/86)	9.66 Acres
3-64	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/3/85)	1.33 Acres
3-65	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/10/85)	0.49 Acres
3-66	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/31/85)	0.62 Acres
3-67	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 6/19/85)	0.13 Acres
3-68	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 7/31/85)	0.04 Acres
3-69	Hazel C. Giordano	1307 Sq. Ft.
3-70	Commonwealth of Massachusetts (D.P.W.) (Taken under Order Dated 6/19/85)	0.32 Acres
3-71	Rose Zerra Dyke, Grace B. Zerra, Valerye Zerra and Paul D. Zerra	0.47 Acres
3-72	Donald D. Lunden and Carol A. Lunden H/W	0.25 Acres
3-75	Norman J. McMahon and Joan M. McMahon H/W	0.01 Acres
3-76	Joseph A. Czerpak and Mary Ann Czerpak	0.85 Acres
3-77	Owner Unknown	175 Sq. Ft.
3-78	Philip Thomas Borkosky	0.04 Acres
3-79	Peter R. Borkosky and Marjorie A. Borkosky H/W	0.05 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-80	Owner Unknown	0.35 Acres
"C"	Donald H. Taylor and Jean W. Taylor	10.71 Acres
3-27-UR	Kinsley Trucking, Inc.	798 Sq. Ft.
3-42-UR	Joseph P. Losito and Carmella P. Losito H/W	0.41 Acres
3-51-UR	John DeCaro	0.57 Acres
3-R-3	Alfred M. Provost and Lorenza Provost H/W	0.40 Acres
3-R-4	Santi J. DiDonato and Louise M. DiDonato H/W	0.03 Acres
3-2-T	Henry P. Waniewski and Clara K. Waniewski H/W	871 Sq. Ft.
3-3-T	Anthony F. Shalankas and Louise A. Shalankas	2010 Sq. Ft.
3-4-T	Owner Unknown	775 Sq. Ft.
3-6-T	Albert J. Albro and Anthony F. Albro	0.08 Acres
3-7-T	John A. Carlson, Jr.	3096 Sq. Ft.
3-8-T	Town of Agawam (Taken under Order Dated 8/6/86)	0.18 Acres
3-16-T	Hazel C. Giordano	1307 Sq. Ft.
3-SS-2-T	Santi J. DiDonato and Louise M. DiDonato	0.06 Acres
3-SS-3-T	Alfred M. Provost and Lorenza Provost H/W	0.36 Acres
3-SS-4-T	John F. Cassidy and Barbara H. Cassidy H/W	0.17 Acres
3-SS-5-T	Armand R. Provost and Dorothy M. Provost H/W	510 Sq. Ft.
3-TE-1	Albert J. Albro and Anthony F. Albro	0.12 Acres
3-TE-2	John A. Carlson, Jr.	3569 Sq. Ft.
3-TE-7	Springfield Turnverein, Inc.	0.66 Acres
3-TE-8	Philip Thomas Borkosky	408 Sq. Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-TE-9	Peter R. Borkosky and Marjorie A. Borkosky H/W	1313 Sq. Ft.
3-TE-10	Ingrid I. Provenzano and Bruce P. Provenzano	1165 Sq. Ft.
3-TE-19	Voss Limited Partnership, General Partners, Leo J. Shapiro, Edward J. O'Leary, Raymond M. Vincunas and Anthony Scibelli	0.13 Acres
3-TE-22	Armand R. Provost and Dorothy M. Provost H/W	0.19 Acres
3-TE-23	John F. Cassidy and Barbara H. Cassidy H/W	0.27 Acres
3-TE-35	Owner Unknown	0.05 Acres
3-TE-36	Arthur F. Racine and Anna R. Racine H/W	1404 Sq. Ft.
3-AT-1	Fred Giordano and Letesia J. Giordano H/W	
3-AT-2	Kinsley Trucking, Inc.	
3-AT-3	Arthur F. Racine and Anna R. Racine	
3-AT-4	John S. Guiel, Aldo Milanese and Carlo L. Siniscalchi	
3-AT-5	Peter R. Borkosky and Marjorie A. Borkosky H/W	
3-AT-6	Rose Zerra Dyke, Grace B. Zerra, Valerye Zerra and Paul D. Zerra	
3-AT-7	Ingrid I. Provenzano and Bruce P. Provenzano	

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

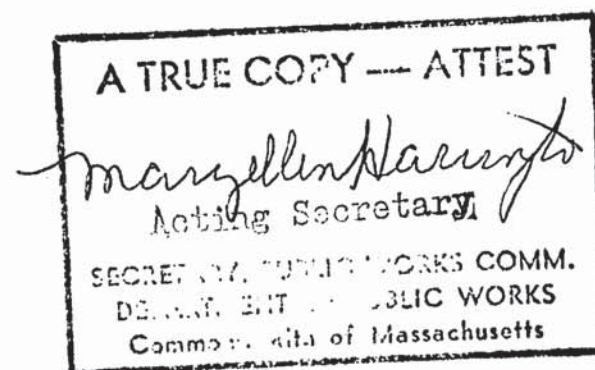
VOTED: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the

County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way, in accordance with said plan, together with a copy of this adjudication and vote. It is also

VOTED: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out the aforesaid sections of Town way in accordance with said plan.

Dated at Boston this second day of June, 1988.

_____	Members
<u>James W. DiGeronimo</u>	of the
<u>Esther H. Francis</u>	Public
<u>Ken Z. Kuchar</u>	Works
_____	Commission



1991

Agawam



STATE LAYOUT PLAN #7015
Federal Aid Project No. F-1815
Route 57 alterations to stations 125-148 & stations 194-220

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 276 PAGE 103-104

INDEXING

STATE LAYOUT PLAN #7015

Image Info SH50011 Agawam

Image Info SH50011 Route 57

AGAWAM - 1991 ALTERATION - SHEET ONE OF TWO
FED. AID PROJ. NO. F-18(5)
LAYOUT NO. 7015
(LIMITED ACCESS)

A TRUE COPY - ATTEST

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

BEGINNING OF 1991 STATE HIGHWAY ALTERATION
(SECTION 1)

ANTHONY F. ALBRO

PENN CENTRAL
CORPORATION

RICHARD STEPANIK AND ALICE STEPANIK

PARCEL 3-FP-5

PARCEL 3-FP-3-UR-2

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-6

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

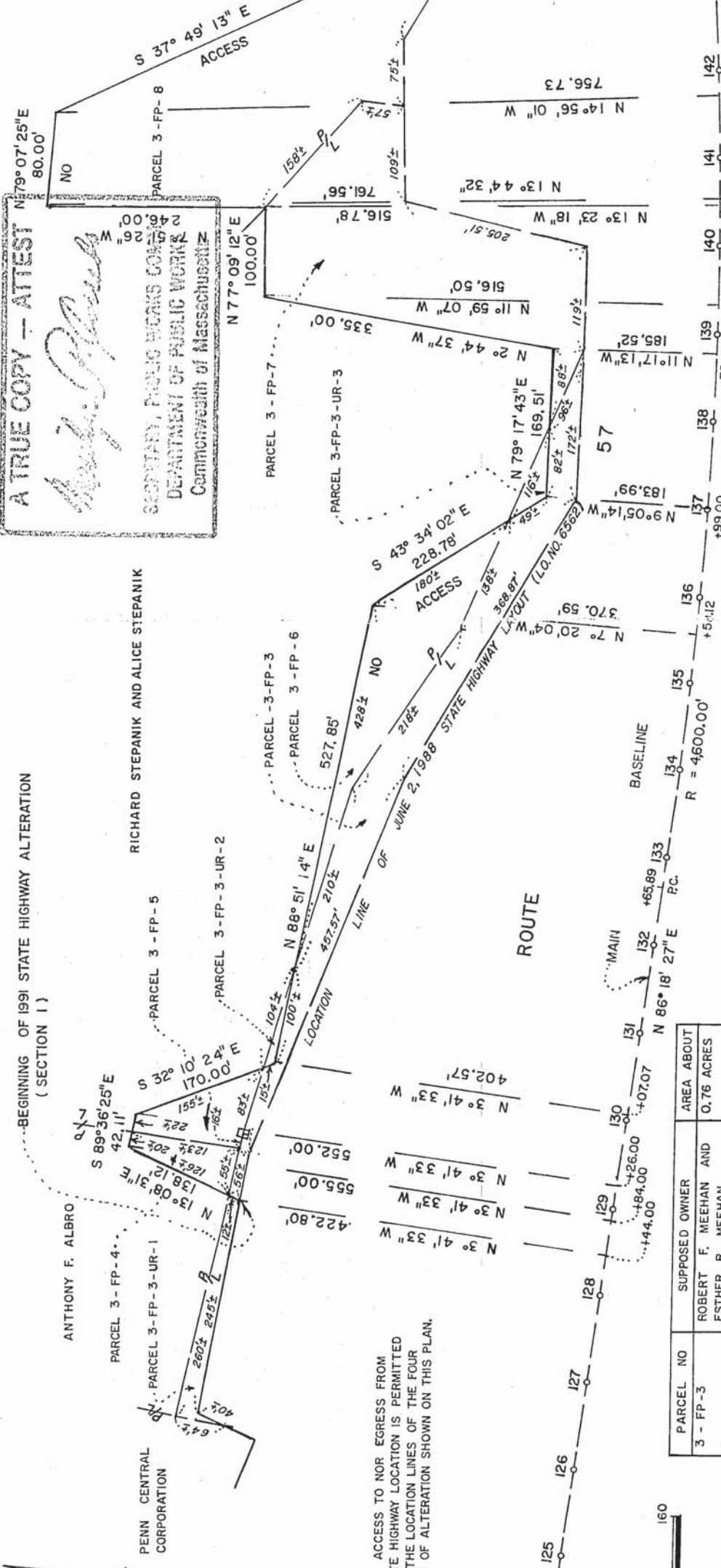
PARCEL 3-FP-3-UR-3

PARCEL 3-FP-3-UR-3

NOTE: NEITHER ACCESS TO NOR EGRESS FROM
THE STATE HIGHWAY LOCATION IS PERMITTED
ACROSS THE LOCATION LINES OF THE FOUR
SECTIONS OF ALTERATION SHOWN ON THIS PLAN.



PARCEL NO	SUPPOSED OWNER	AREA ABOUT
3-FP-3	ROBERT F. MEEHAN AND ESTHER R. MEEHAN	0.76 ACRES
3-FP-3-UR-1		0.11 ACRES
3-FP-3-UR-2		660 SQ. FT. 1,685 SQ. FT.
3-FP-3-UR-3		0.11 ACRES
3-FP-4	ANTHONY F. ALBRO REGISTERED LAND L.C.C. NO. 40784, CERT. NO. 21205 BOOK 109, PAGE 115	0.11 ACRES
3-FP-5	RICHARD STEPANIK AND ALICE STEPANIK	0.17 ACRES
3-FP-6		0.52 ACRES
3-FP-7		1.38 ACRES
3-FP-8	ROBERT E. REED AND KATHLEEN A. REED	2.04 ACRES



NOTE: THE 'FP' PARCEL NOMENCLATURE INDICATES
A TAKING IN FEE, IN BEHALF OF THE COMMONWEALTH,
OF A FLOOD PLAIN AREA FOR FLOOD CONTROL
PURPOSES.

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY
HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT
SUCH ALTERATION WAS LAID OUT AND TAKEN
UNDER THE AUTHORITY OF THE REGISTERED
DEPARTMENT OF PUBLIC WORKS ON APRIL 17, 1991
IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS
AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF
THE ACTS OF 1945.

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE TOWN OF

AGAWAM

HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS

APRIL 17, 1991
SCALE: 160 FEET TO THE INCH

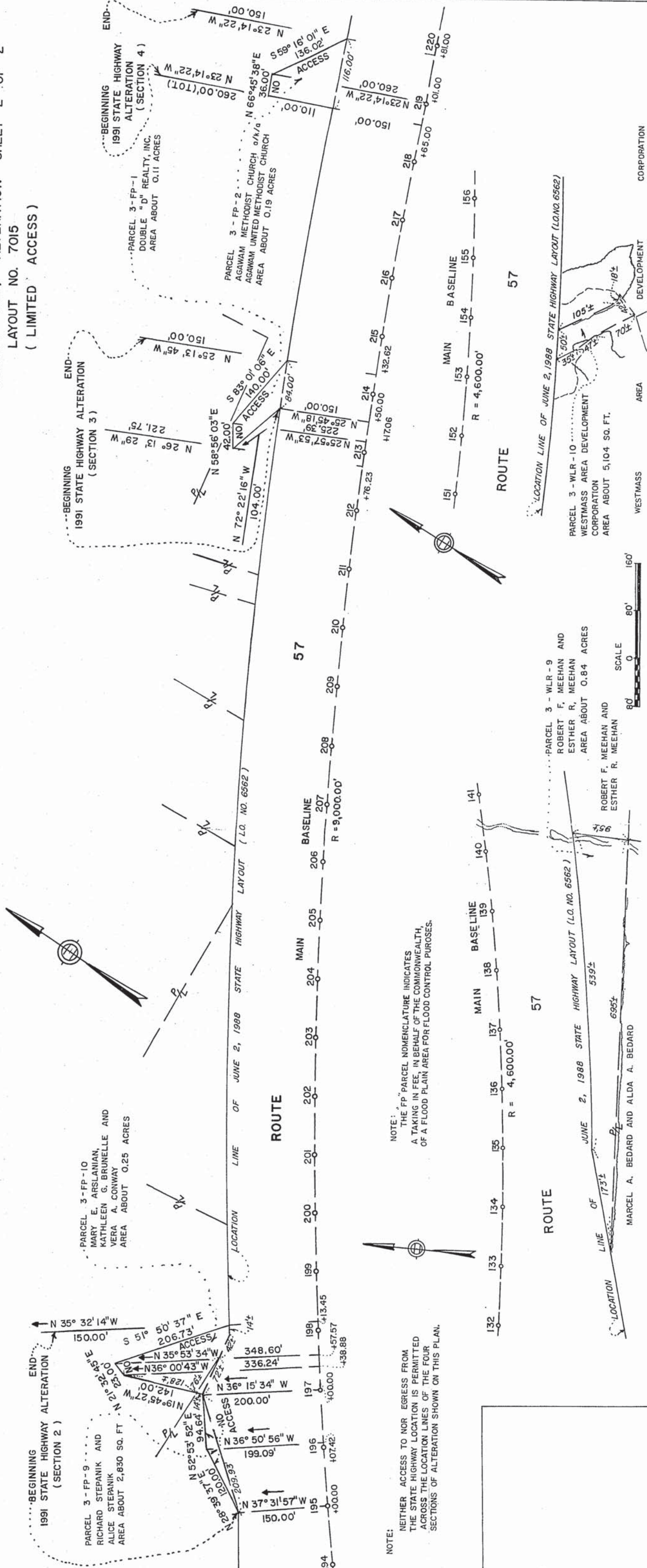
CHIEF ENGINEER LAYOUT NO. 7015

March 28, 1991
DATE
George W. Goldie, Jr.
SIGNATURE



MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

AGAWAM - 1991 ALTERATION - SHEET 2 OF 2
LAYOUT NO. 7015
(LIMITED ACCESS)





OFFICE OF THE
COUNTY COMMISSIONERS

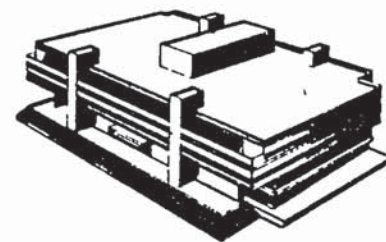
LEONARD J. COLLAMORE
CHAIRMAN

RICHARD S. THOMAS
THOMAS J. O'CONNOR

Commonwealth of Massachusetts
County of Hampden
Hall of Justice

50 State Street
Springfield, Massachusetts 01103
(413) 781-8100

May 14, 1991



AGAWAM-Layout No. 7015
and Order of Taking

Joseph A. Fanale, Director
Right of Way Bureau
Department of Public Works
Ten Park Plaza
Boston, MA 02116-3973

Dear Sir:

As requested in your letter of recent date,
there is enclosed herewith Certificate that the Dept.
of Public Works has laid out and taken charge of the
of the above-mentioned highway, in accordance with the
provisions of Chapter 81 of the General Laws, Ter.
Ed.

Very truly yours,

HAMPDEN COUNTY COMMISSIONERS

By:

Mary A. Colean
Mary A. Colean,
Chief Executive Asst.

/C

Enc.

The Commonwealth of Massachusetts

Agawam

Layout No. 7015
and Order of Taking

Hampden

ss.

May 14,

, 19⁹¹

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated April 17, 19⁹¹, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Agawam, as shown on said plan.

Attest:

William J. Martin Jr.
Clerk of Courts.



The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Department of Public Works
Ten Park Plaza, Boston 02116-3973

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

RICHARD L. TAYLOR
SECRETARY

JAMES J. KERASIOTES
COMMISSIONER

April 29, 1991

AGAWAM-Layout No. 7015
and Order of Taking
Dated: April 17, 1991

William J. Martin, Jr., Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts 01103


Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 17, 1991, alter the location of a section of state highway laid out in the Town of Agawam in the year 1991.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said state highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said state highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,


Joseph A. Fanale, Director
Right of Way Bureau

JAF/yb

Enclosure

RECEIVED
MAY 8 9 51 AM '91
HAMPDEN

The Commonwealth of Massachusetts
Department of Public Works

AGAWAM
Layout No. 7015
and Order of Taking

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of June 2, 1988 (Layout No. 6562) lay out and take charge of as a limited access State highway, a road in the Town of Agawam, County of Hampden, being known as South Westfield Road, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

Whereas, it now appears advisable to make certain changes in the location line of said State highway;

Now therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions as hereinafter described.

The baseline used for this alteration, is the main baseline of location of the aforesaid 1988 State highway layout and the stations hereinafter referred to, are points thereon.

The alteration consists of widening the aforesaid State highway location, on the northerly side thereof, to provide a flood plain area for flood control purposes, and is made in four sections, being more fully described as follows:

Section 1

The location line of the first section of State highway as hereby altered and laid out begins at a point on the northerly location line of the June 2, 1988 State highway layout, said point bearing North 3⁰-41'-33" West and being 422.80 feet distant from Station 128+44.00 and extends thence leaving said northerly

location line, bearing North 13 -08'-31" East 138.12 feet to a point bearing North 3 -41'-33" West and 555.00 feet distant from Station 128+84.00; thence South 89 -36'-25" East 42.11 feet to a point bearing North 3 -41'-33" West and 552.00 feet distant from Station 129+26.00; thence South 32 -10'-24" East 170.00 feet to a point bearing North 3 -41'-33" West and 402.57 feet distant from Station 130+07.07; thence North 88 -51'-14" East 527.85 feet to a point bearing North 7 -20'-04" West and 370.59 feet distant from Station 135+58.12; thence South 43 -34'-02" East 228.78 feet to a point bearing North 9 -05'-14" West and 183.99 feet distant from Station 136+99.00; thence North 79 -17'-43" East 169.51 feet to a point bearing North 11 -17'-13" West and 185.52 feet distant from Station 138+75.61; thence North 2 -44'-37" West 335.00 feet to a point bearing North 11 -59'-07" West and 516.50 feet distant from Station 139+31.67; thence North 77 -09'-12" East 100.00 feet to a point bearing North 13 -23'-18" West and 516.78 feet distant from Station 140+44.33; thence North 7 -51'-26" West 246.00 feet to a point bearing North 13 -44'-32" West and 761.56 feet distant from Station 140+72.74; thence North 79 -07'-25" East 80.00 feet to a point bearing North 14 -56'-01" West and 756.73 feet distant from Station 141+68.38; thence South 37 -49'-13" East 480.00 feet to a point bearing North 17 -25'-40" West and 310.45 feet distant from Station 143+68.83; thence South 87 -47'-21" East 222.00 feet to a point bearing North 20 -10'-15" West and 230.83 feet distant from Station 145+88.85; thence North 69 -55'-49" East about 85 feet to land now or formerly of Vincente T. and Jeanne T. Rivera, said point bearing North 31 -03'-32" West and being about 233 feet distant from about Station 147+18; and thence following the southwesterly boundary of said Rivera land southeasterly about 81 feet to the point of ending thereof, again on the northerly location line of the aforesaid 1988 State highway layout, said point bearing North 31 -03'-32" West and being 152.06 feet distant from about said Station 147+18.

Section 2

The location line of the second section of State highway as hereby altered

and laid out begins at a point on the northerly location line of the aforesaid 1988 State highway layout, said point bearing North 37°-31'-57" West and being 150.00 feet distant from Station 195+00.00 and extends thence leaving said Northerly location line, bearing North 28°-39'-37" East 120.00 feet to a point bearing North 36°-50'-56" West and 199.09 feet distant from Station 196+07.42; thence North 52°-53'-52" East 94.64 feet to a point again on said Northerly location line, said point bearing North 36°-15'-34" West and 200.00 feet distant from Station 197+00.00; thence leaving said Northerly location line, bearing North 19°-45'-27" West 142.00 feet to a point bearing North 36°-00'-43" West and 336.24 feet distant from Station 197+38.88; thence North 21°-32'-45" East 23.00 feet to a point bearing North 35°-53'-34" West and 348.60 feet distant from Station 197+57.57; thence South 51°-50'-27" East 206.73 feet to the point of ending thereof on the aforesaid Northerly location line, said point bearing North 35°-32'-14" West and being 150.00 feet distant from Station 198+13.45.

Section 3

The location line of the third section of State highway as hereby altered and laid out begins at a point on the northerly location line of the aforesaid 1988 State highway layout, said point bearing North 25°-45'-18" West and being 150.00 feet distant from Station 213+50.00; thence leaving said Northerly location line, bearing North 72°-22'-16" West 104.00 feet to a point bearing North 26°-13'-29" West and 221.75 feet distant from Station 212+76.23; thence North 58°-56'-03" East 42.00 feet to a point bearing North 25°-57'-53" West and 225.39 feet distant from Station 213+17.06; thence South 83°-01'-06" East 140.00 feet to the point of ending thereof, again on said Northerly location line, said point bearing North 25°-13'-45" West and being 150.00 feet distant from Station 214+32.62.

Section 4

The location line of the fourth section of State highway as hereby altered and laid out begins at a point on the Northerly location line of the aforesaid 1988 State highway layout, said point bearing North 23°-14'-22" West and

being 150.00 feet distant from Station 218+65.00 and extends thence leaving said Northerly location, bearing North 23 -14'-22" West 110.00 feet to a point bearing North 23 -14'-22" West and 260.00 feet distant from said Station 218+65.00; thence North 66 -45'-38" East 36.00 feet to a point bearing North 23 -14'-22" West and 260.00 feet distant from Station 219+01.00 and thence South 59 -16'-01" East 136.02 feet to the point of ending thereof again on the aforesaid Northerly location line, said point bearing North 23 -14'-22" West and being 150.00 feet distant from Station 219+81.00.

The location lines of the four sections of State highway hereby altered and laid out are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof of each section, if feasible.

The right of access to and egress from the State highway location as hereby altered and laid out is limited and neither access thereto, nor egress therefrom, is permitted across the location lines thereof, altered and laid out as hereinbefore described.

The restrictions of access to and egress from said State highway location, imposed under the aforesaid 1988 State highway layout, across portions of the Northerly location line thereof extending between the points of beginning and ending of each section hereby altered and laid out as hereinbefore described are hereby voided.

In connection with the alteration of the sections of State highway in the locations hereinbefore described, it is necessary to take certain parcels of land outside the limits of said location which would otherwise constitute uneconomic remnants. Said land is hereby taken in fee simple, on behalf of the Commonwealth of Massachusetts, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other

appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said land is shown as Parcels 3-FP-3-UR-1, 3-FP-3-UR-2 and 3-FP-3-UR-3 on the plan hereinafter referred to and are described as follows:

Parcel 3-FP-3-UR-1: A parcel of land supposed to be owned by Robert F. Meehan and Esther R. Meehan, adjoining the Northerly location line of the afore-said 1988 State highway layout and bounded; southerly and southeasterly by said State highway location about 246 feet and about 40 feet respectively; westerly by the Penn Central Corporation railroad right of way about 64 feet; northerly by land now or formerly of Albert J. Albro and Anthony F. Albro about 260 feet and easterly by the State highway location as hereby altered and laid out about 12 feet; containing about 0.11 acres.

Parcel 3-FP-3-UR-2: A parcel of land supposed to be owned by Robert F. Meehan and Esther R. Meehan, adjoining the location line of the first section of State highway altered and laid out as hereinbefore described and bounded; southeasterly and southwesterly by said State highway location about 100 feet and about 15 feet respectively; and northerly by land now or formerly of Richard Stepanik and Alice Stepanik about 104 feet; containing about 660 square feet.

Parcel 3-FP-3-UR-3: A parcel of land supposed to be owned by Robert F. Meehan and Esther R. Meehan, adjoining the first section of State highway hereinbefore described and bounded; southeasterly and southwesterly by said State highway location about 82 feet and about 49 feet; and northerly by land now or formerly of Richard Stepanik and Alice Stepanik about 116 feet; containing about 1,685 square feet.

In connection with the construction of the State highway herein referred to it is necessary to acquire certain parcels of land hereinafter described and shown on the plan hereinafter referred to as Parcels 3-WLR-9 and Parcel 3-WLR-10 for the purpose of replacing wetlands, said land is hereby taken on behalf of the Commonwealth of Massachusetts in fee simple, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon,

(not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in said Town of Agawam, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Parcel 3-WLR-9: A parcel of land supposed to be owned by Robert F. Meehan and Esther R. Meehan, adjoining the southerly location line of the aforesaid June 2, 1988 State highway layout and bounded; northwesterly and northerly by said State highway layout about 173 feet and about 539 feet respectively; easterly by land now or formerly of Robert F. Meehan and Esther R. Meehan about 95 feet; and southerly by land now or formerly of Marcel A. Bedard and Alda A. Bedard about 695 feet; containing about 0.84 acres.

Parcel 3-WLR-10: A parcel of land supposed to be owned by Westmass Area Development Corporation, adjoining the southerly location line of the aforesaid June 2, 1988 State highway layout and is bounded; northwesterly, by said State highway location about 50 feet; northeasterly, by other land of said Corporation by two courses about 105 feet and about 18 feet; southeasterly, by other land of said Corporation about 42 feet; and southwesterly, by other land of said Corporation by three courses about 70 feet; about 47 feet and about 35 feet; containing about 5,104 square feet.

For the purpose of providing a flood plain area for flood control purposes, in connection with the laying out, constructing and maintaining the aforesaid State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land not already owned by the Commonwealth of Massachusetts outside the limits of the existing public way or ways and within the limits of the layout

hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of Agawam, County of Hampden, all of said land being taken, in fee simple, the supposed owners of Parcels 3-FP-1 to 3-FP-10 inclusive, shown on the plan hereinafter referred to, being set forth in the scheduled hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of Agawam which are included in the foregoing description.

A certain parcel of land included in this instrument is registered land and is shown on the plan hereinafter referred to as Parcel 3-FP-4 said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield.

<u>Parcel No.</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>	<u>Book</u>	<u>Page</u>
3-FP-4	Anthony F. Albro	40784	21205	109	115

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE TOWN OF

AGAWAM

HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

APRIL 17, 1991

SCALE: 40 FEET TO THE INCH",

an attested copy of which plan is to be recorded with this 'Order of Taking and Layout' in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following owners in their property by reason of the aforesaid takings, and in accordance with the provisions of the General Laws, Chapter 79, Section 6 as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
3-FP-1	Double "D" Realty, Inc.	0.11 Acres
3-FP-2	Agawam Methodist Church a/k/a Agawam United Methodist Church	0.19 Acres
3-FP-3	Robert F. Meehan and Esther R. Meehan	0.76 Acres
3-FP-4	Albert J. Albro	0.11 Acres
3-FP-5	Richard Stepanik and Alice Stepanik	0.17 Acres
3-FP-6	Richard Stepanik and Alice Stepanik	0.52 Acres
3-FP-7	Richard Stepanik and Alice Stepanik	1.38 Acres
3-FP-8	Robert E. Reed and Kathleen A. Reed	2.04 Acres
3-FP-9	Richard Stepanik and Alice Stepanik	2,830 sq. ft.
3-FP-10	Mary E. Arslanian and Kathleen G. Brunelle, and Vera A. Conway	0.25 Acres
3-FP-3-UR-1	Robert F. Meehan and Esther R. Meehan	0.11 Acres
3-FP-3-UR-2	Robert F. Meehan and Esther R. Meehan	660 sq. ft.
3-FP-3-UR-3	Robert F. Meehan and Esther R. Meehan	1,685 sq. ft.
3-WLR-9	Robert F. Meehan and Esther R. Meehan	0.84 Acres
3-WLR-10	Westmass Area Development Corporation	5,104 Sq. Ft.

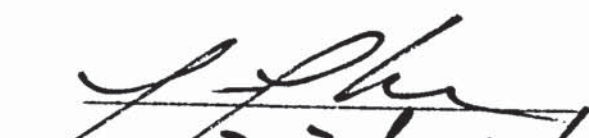
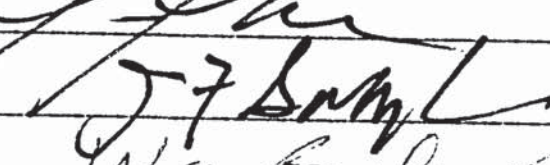
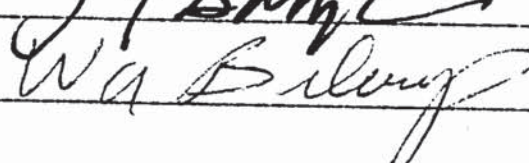
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is

instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of April, 1991.

	Members
	of the
	Public
	Works
	Commission


Layout Engineer

1993

Agawam



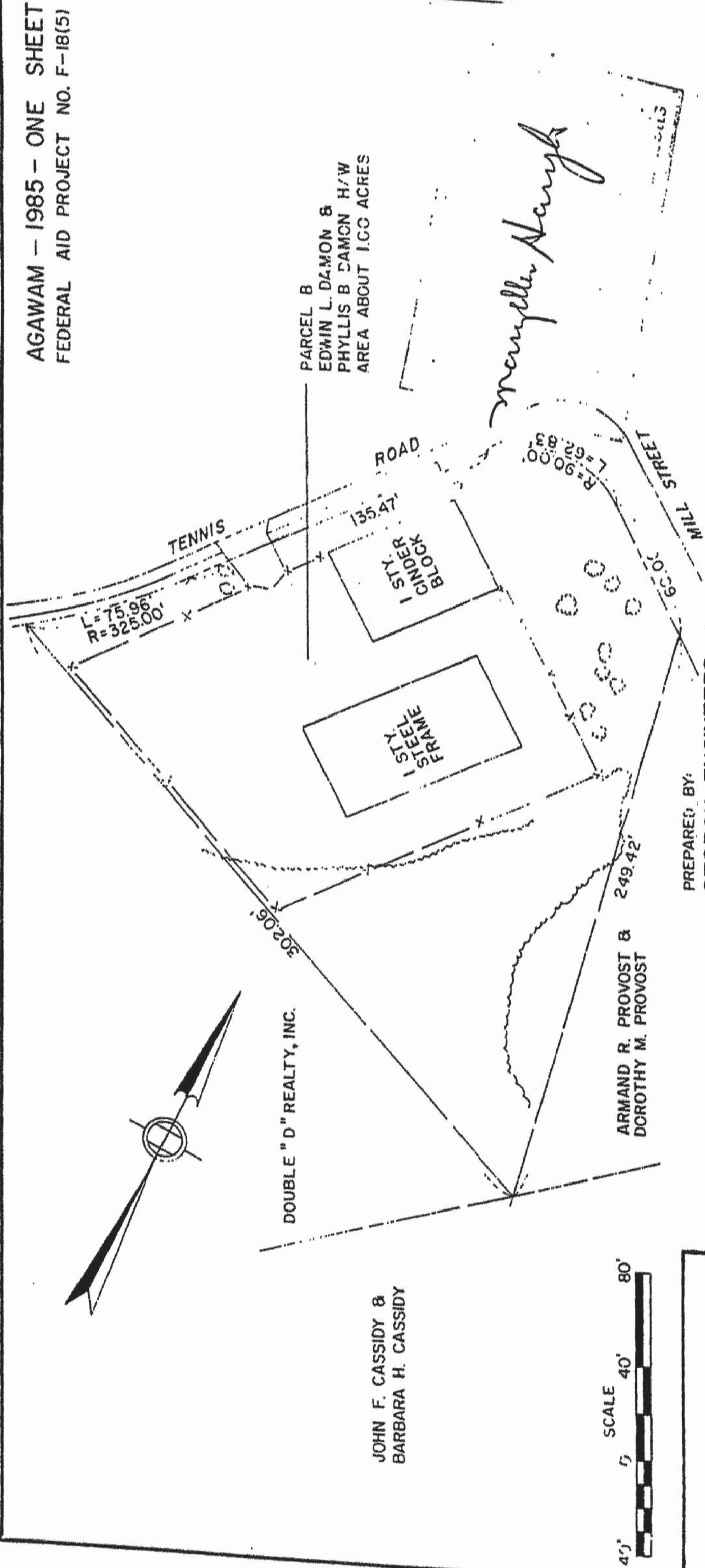
STATE LAYOUT PLAN #7138
Federal Aid Project 11 of 18(5)
Route 57, Tennis Road

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 286 PAGE 62-63

INDEXING

STATE LAYOUT PLAN #7138

- Image Info SH50012 Agawam
- Image Info SH50012 Mill Street
- Image Info SH50012 Route 57
- Image Info SH50012 Tennis Road



THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF LAND IN THE TOWN OF
AGAWAM
HAMPDEN COUNTY
TAKEN FOR HIGHWAY PURPOSES BY THE
DEPARTMENT OF PUBLIC WORKS
JULY 10, 1985
SCALE: 40 FEET TO THE INCH

PREPARED BY:
STORCH ENGINEERS

I CERTIFY THAT THIS PLAN HAS BEEN
PREPARED IN CONFORMITY WITH THE
RULES AND REGULATIONS OF THE
REGISTERS OF DEEDS OF THE COMMON-
WEALTH OF MASSACHUSETTS.

APPROVED: JULY 10, 1985

[Signature]
[Signature]
[Signature]
[Signature]

DEPARTMENT OF PUBLIC WORKS

DATE: 6-28-85
SIGNATURE: *[Signature]*

CHIEF ENGINEER

WILLIAM C. FLANAGAN
CHARLES S. COHEN
MARY E. BOLAND
JOHN J. EGAN
THEODORE C. BROWN
EDWARD J. McDONOUGH, JR.
MAURICE M. CAHILLANE
CHARLES W. DANIS, JR.
DANIEL J. SWORDS
JOHN G. BAGLEY
BART W. HEEMSKERK
HENRY M. DOWNEY

LAW OFFICES OF
EGAN, FLANAGAN AND COHEN, P.C.
67 MARKET STREET
P.O. BOX 9035
SPRINGFIELD, MASSACHUSETTS 01102-9035
TELEPHONE (413) 737-0260
TELEFAX (413) 737-0121

JAMES F. EGAN
(1896-1986)
JESSICA B. YOUNG
EILEEN Z. SORRENTINO
DAVID G. COHEN
SUSAN D. SACHS
J. DAVID KEANEY
ROBERT L. QUINN
EDWARD T. COLLINS
COUNSEL

F-18(5)

April 13, 1994

Hampden County Commissioners' Office
Hall of Justice
50 State Street
Springfield, MA 01103

RE: Provost v. Commonwealth

Dear Sir/Madam:

Pursuant to M.G.L. c. 81, §12, enclosed please find for filing, a copy of the Order of Abandonment and Plan relating to the abandonment of a parcel of land formerly owned by Edwin L. and Phyllis B. Damon in the Town of Agawam, which was taken by the Commonwealth in 1988. The Order of Abandonment has been recorded in the Hampden County Registry of Deeds as Document #25984 on April 13, 1994.

If you have any questions regarding the enclosed, please do not hesitate to call me or Attorney William C. Flanagan.

Very truly yours,

Judith A. DeCosmo

Judith A. DeCosmo
Legal Assistant to
William C. Flanagan

JADLIB

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF HIGHWAYS

---ooo000ooo---

AGAWAM

Order of Abandonment

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, in accordance with Chapter 81 of the General Laws of said Commonwealth and acts in amendment thereof and in addition thereto, did, under date of July 10, 1985 take a parcel of land (Parcel 'B') in the Town of Agawam, County of Hampden, as shown on a plan on file in the office of the Department of Highways, copies of which plan have been filed in the office of the County Commissioners of said County, at Springfield, and in the office of the Town Clerk of said Town of Agawam; and

Whereas, it now appears that Parcel 'B' is no longer needed and should be abandoned;

Now, therefore, we the undersigned, Members of the Highways Commission, acting on behalf of the Commonwealth of Massachusetts, and under the provisions of Chapter 81, Section 12, of the General Laws, and all other acts or parts of acts thereto enabling, do hereby abandon Parcel 'B'.

Said Abandoned Parcel 'B' is shown on a plan signed by the Chief Engineer and signed by the Department of Highways and on file in its office, said plan being entitled:

1994

in Agawam

Page 2

Doc # 25984

Hampden County Registry of Deeds
RECEIVED FOR RECORD

APR 13 1984

11 O'CLOCK 06 m 11 m

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF LAND IN THE TOWN OF

AGAWAM

HAMPDEN COUNTY

TAKEN FOR HIGHWAY PURPOSES BY THE

DEPARTMENT OF PUBLIC WORKS

JULY 10, 1985

SCALE: 40 FEET TO THE INCH",

an attested copy of which plan is recorded in the Registry of Deeds
for Hampden County, at Springfield.

Voted: That the parcel of land herein referred to, and shown
on said plan as Parcel 'B', is hereby abandoned; that the Secretary
to the Highways Commission be and hereby is instructed to file in
the office of the County Commissioners of Hampden County and in the
office of the Town Clerk of the Town of Agawam copies of this
certificate, signed by at least a majority of the members of the
Highways Commission, attesting that the Department of Highways has
hereby abandoned said parcel of land together with a copy of this
adjudication and vote.

In witness whereof we have set our hands this

Brendan J. Lacey
LAYOUT ENGINEER

Thomas T. Beffert MEMBERS
Marvin Chumel OF
Robert J. Haller THE
Robert J. Haller HIGHWAYS
Robert J. Haller COMMISSION

A TRUE COPY ATTEST:

Office of the Attorney General

Rosemary Tarantino

MY COMMISSION EXPIRES JAN. 31, 1987



1911

Agawam



Lands taken for State Highway Layout in Agawam - written description - references plan recorded Hampden County Registry of Deeds Plan File 305.

Document #6145: C.P. Davis to Mass Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway Layout in Agawam

Image Info SH50013 Agawam

The Commonwealth of Massachusetts.

Massachusetts Highway Commission.

15 Ashburton Place, Boston.

Description of Lands Taken for State Highway Purposes

in the Town of AGAWAM, County of HAMPDEN
by vote of the Massachusetts Highway Commission laying out said highway
April 4, 1911, filed in the Registry of Deeds for Hampden
County, _____, District, at Springfield, in accord-
ance with Section 97, Chapter 48 of the Revised Laws.

THIS IS TO CERTIFY that in laying out this section of State highway the follow-
ing pieces or parcels of land were taken from property now or formerly owned by
the persons hereinafter shown, said land taken being further shown on a copy of
a plan signed by the Massachusetts Highway Commission April 4, 1911,
filed herewith.

From: —

C. P. DAVIS.

A strip of land on the easterly side of the highway,
bounded and described as follows: Beginning at a point
in the easterly line of the State highway laid out in the town
of Agawam under date of April 4, 1911, said point being opposite
and 30 feet distant from a point on the base line of said State
highway shown on the plan as station 180+76.26; thence in said
easterly line S. 15° 07' 10" W. to a point opposite and 30
feet distant from station 182+75.48 on said base line; thence
in said easterly line S. 16° 21' 30" W. to a point opposite
and 30 feet distant from station 186+74.13 on said base line;
thence in said easterly line S. 16° 06' 10" W. to a point
opposite and 30.01 feet distant from station 193+02.17 on said
base line; thence north-easterly on the easterly line of the
old county layout to a point opposite and 26 feet distant from
station 186+74.13 on said base line; thence north-easterly
in said county line to a point opposite and 28 feet distant
from station 182+75.48 on said base line; and thence north-
easterly in said county line to the point of beginning. This
strip of land contains about 2,650 square feet.

Examined June 1, 1911.

MASSACHUSETTS HIGHWAY COMMISSION,

A. M. Loring
1st Asst. Engineer

Boston, Mass., June 1911.

J. D. Piles
Secretary.



End of Book ~ State Highways ~ Agawam